

H. H. H. H.
General Manager

TO-DAY'S WEATHER FORECAST.—South West Winds, Moderate: Fair.

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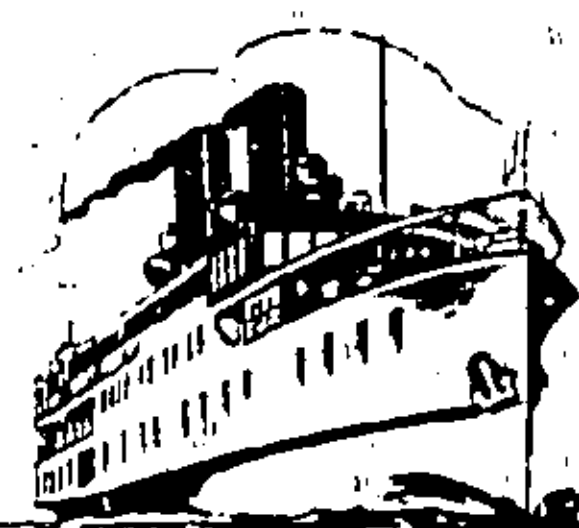
The Night Steamer will leave Canton
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MACAO LINE

| From Hong Kong | From Macao |
|----------------------------|----------------------|
| Week day 8.30 a.m. Kinsan | 3.00 p.m. Kinsan |
| Week day 5.30 p.m. Sul Tai | 3.00 a.m. Sul Tai |
| Saturday 8.30 a.m. Sul Tai | 3.00 a.m. Sul Tai |
| Saturday 5.30 p.m. Kinsan | 3.00 p.m. No Sailing |
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Central British School

New Building
Opened

GOVERNOR
OFFICIATES

GOLD KEY USED

The Central British School entered the most important phase in its history yesterday afternoon when His Excellency the Governor, Sir Andrew Caldecott, Kt., C.M.G., C.B.E., with the turn of a gold key in the main door, declared open the new School building in Argyle Street, Kowloon, in the presence of a large and distinguished gathering.

The Headmaster, Rev. G. E. S. Updell, M.A., Hon. C.F., presided over the function and among those present were Lady Caldecott, wife of His Excellency, Sir William Hornell, Kt., C.I.E. (Vice-Chancellor of the Hong Kong University), the Chief Justice (Sir Atholl MacGregor, Kt., K.C.) and Lady MacGregor, Mr. G. R. Sayer (Director of Education) and Mrs. Sayer, and Mrs. Bartholomew, Mrs. G. E. S. Updell, Mr. B. Wylie, President of the Kowloon Residents' Association, and Mrs. Wylie, and members of the Legislative and Executive Councils, Court of the University, and Board of Education and their wives.

(Continued on Page 7)

"Daily Press" Racing Tips

Remarkable Success

Those who followed the tips by "Last Quarter" in the "Daily Press" at the Macao race meeting on Sunday must have enjoyed the thrill of collecting dividends on no fewer than 12 occasions.

"Last Quarter" tipped 4 Firsts: 5 Seconds and 3 Thirds. One of "Last Quarter's" selections—Judea for the Third Race—paid \$42 on a \$5 ticket!

Throughout the Racing Season the "Daily Press" will make a special feature of Form and Selections, and those who desire to make their race-going profitable and pleasurable would be well advised to follow "Last Quarter" all the way.

BATTLE WITH BANDITS

Heavy Casualties In
Japanese Ranks

Tokyo, Sept. 14.
Twenty five Japanese officers and men were killed and 65 wounded in a sanguinary encounter with 250 Chinese and Korean bandits on Saturday evening eight kilometers west of Muling, eastern Manchuria.

According to an announcement by the Kuysu headquarters of the Twelfth Division, the desperadoes attacked a troop train and were driven off only after a desperate engagement lasting all night.

Reuter.

THE DOLLAR

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BRITISH AMBASSADOR TO CHINA

Sir Knatchbull-Hugessen
In Shanghai

VIEWS ON INCOME TAX

Shanghai, Sept. 14.

Sir Hugh Knatchbull-Hugessen, new British Ambassador to China, who arrived here by the P. and O. Chitral yesterday with his wife and two daughters, landed this morning after a reception aboard to meet British officials, representatives of the Chinese Government, members of the Shanghai Municipal Council, and prominent British residents.

Questioned regarding the income tax issue, the Ambassador explained that the attitude of the British Government was that when everybody paid on an equal footing Britishers will be ready to comply. Britishers could not be expected to pay such taxes unless the whole system was thoroughly organised on efficient lines, bringing within its scope the nationals of all countries, Chinese and foreign, and there was no possibility of evasion by any section.

Reuter.
(Continued on Back Page.)



SHIPPING OFFICIAL PASSES

DEATH OF MR. W.
SANDERSON

We regret to record the death of Mr. William Sanderson, Engineer Superintendent of the Indo-China Steam Navigation Company, which occurred at the War Memorial Nursing Home yesterday. The deceased was admitted to hospital on Sunday to undergo a serious operation. He was 45 years of age.

The late Mr. Sanderson has been in Hong Kong for 21 years during the whole of which period he was connected with the Indo-China Steam Navigation Company. He came here in February, 1915, and joined the firm his first ship being the Wing Sang. During the war he was on the Nan Sang which was used for transport purposes.

In January, 1924, he was transferred to the shore staff and was appointed acting assistant Engineer Superintendent and his appointment to the post of Superintendent was made in September, 1926.

The late Mr. Sanderson had been back from home leave for a year. While in England he supervised the building of the Tak Sang one of the latest additions to the Indo-China Steam Navigation fleet.

He was a member of the Royal Hong Kong Golf Club.

He is survived by a widow, who is in the Colony, and to whom much sympathy will be extended in her sad bereavement.

The funeral takes place this afternoon passing the Monument, Happy Valley, at 5 p.m.

SOCIETY WIDOW MARRIES

Mrs. Terence Skiffing-Smyth, whose husband died in Shanghai in March, was recently married to Mr. Edward de Crenin in San Francisco. She was formerly Miss Isabel McLean, daughter of Mr. and Mrs. Loudon McLean, and is a kinswoman of Sir Donald Fitzroy Maclean, Chief of the Chan Gillean.

CONSUL- GENERAL HONOURED

Reception By
German Community

The entire German community and many foreign friends gathered at the German Club yesterday to celebrate the promotion of their guest of honour, Herr Gipperich, to the rank of Consul-General.

Herr F. Bumann, President of the German Club, expressed the gratitude of the community at the Fuehrer's decree. He mentioned that during Herr Gipperich's 20 years of service he had always been able to convey a feeling of trust and security to the community he served. His wife, Frau Gipperich was known as the "mother of the community."

Herr Martin Hess, leader of the local Nazi Group, asked those present to join him in a "Hell" for Consul-General Gipperich, Adolf Hitler and the Third Reich. The toasts were enthusiastically honoured.

Herr Gipperich thanked the gathering for their kind felicitations, and said that he was happy to be the first Consul-General for Germany in Hong Kong. His promotion was an official recognition that Hong Kong was an important port, not only for the value of its commerce, but also for the true spirit which prevailed among its German community. He thanked Herr Bumann for the kind words he had spoken about Frau Gipperich.

Herr Gipperich concluded by asking those present to join him in a "Hell" for the Fuehrer and the German Fatherland. Many of the Germans remained after the reception for a luncheon party at which the Consul-General and Frau Gipperich were the guests of honour.

Where Travel Publicity Pays

Examples From
Australia
and
Cape Town

How travel publicity, properly directed, pays handsomely, is shown by the following extract from the New York "Variety," which a correspondent has sent us:—

"Political unrest in the Continent has most Yank spenders and travellers concentrating on far-flung corners of the world at present."

SYDNEY, AUSTRALIA, AND CAPE TOWN, SOUTH AFRICA, ARE TWO SPOTS THAT ARE WORKING EXTRA HARD ON PROPAGANDA AND TO BUILD UP TOURIST BUSINESS—AND GETTING RESULTS.

Last week alone some 560 Americans landed in Sydney to spend a few weeks of looking around. Quite a few are lingering for a short spell and then journeying on to the more remote island spots.

England- Rand Air Race

£10,000
Prize Money

Johannesburg
Exhibition

Air interest at present centres the race from England to the Rand which is scheduled to start on September 23. The competing planes will land at the Baragwanath aerodrome, Johannesburg, having flown via Belgrade and Cairo, thus covering a distance of 6,500 miles. The time allowed for the completion of the journey is five days.

Prizes aggregating £10,000 are given by the help of Mr. I.W. Schlesinger, a South African industrialist. The biggest prize—£4,000—will go to the competitor who completes the course in the shortest time.

Four prizes will be awarded on a formula handicap which is weighted in favour of machines carrying large useful loads; the first prize will be £3,000, the second £1,500, the third £1,000 and the fourth £500. Only British pilots and British aircraft may compete.

RACING CONDITIONS

The racing conditions prepared by the Royal Aero Club, which is responsible for organization, give every chance for spectacular achievement. No time allowance will be made for refuelling and other ground work; every aerodrome at which competitors alight, therefore, will be the scene of tense activity directed by pilots who grudge every second that does not see

(Continued on Back Page.)

FROM LONDON TO HONG KONG BY RAIL

Prof. Forster's Experience

ATTRACTIVE ADVENTURE

Except for passport difficulties, especially in Manchukuo where he was stopped no less than three times, Professor Forster, Professor of Education at the University of Hong Kong, who returned yesterday from England having travelled the whole way by rail, said that the journey was most pleasant. The cooler temperatures of Russia and Siberia compensated mainly for the pleasure of travelling on the sea.

Professor L. Forster is the first man to travel all the way from England to Hong Kong by rail. He left London on August 24 and travelled to Berlin where he spent a day. Thence to Poland where he encountered the first of his passport and money difficulties. He was obliged to declare how much he had.

Then from Poland to Russia, Russia took seven days to traverse. Here again he was examined as to the quantity of money in his possession, it being the law that a traveller could not take more money out of Russia than he brought into the country. One unfortunate traveller at the beginning of the journey made the mistake of declaring that he had 100 Yen less than he did have. At the end of the journey he was deprived of 100 Yen.

The most striking feature of Siberia, said Prof. Forster, was the intense activity, both agricultural and industrial. Developmental work appeared to be in progress everywhere.

Then came Manchouli where Professor Forster had a "pretty awful time." The Japanese authorities desired to see his passport no less than three times during the journey across the state of Manchukuo.

On to Hankow. Here the engine broke down, and there being no connection, he was held up for three days.

The last part of the long journey, from Hankow to Canton, though slow, was most pleasant, declared Professor Forster. He arrived in Canton yesterday at 9.20 a.m. Were it not for the delays and the inability to procure a train at Hankow, the whole journey would have been completed in seventeen days.

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AVIATION

Men Who Have Made Flying History Visit To The Pilots' Room Captains Of The Air

From outside one hears an intermittent drone of engines. Inside, as one sits in the comfortable, dark-pannelled room, one looks up at walls which bear portraits of pilots who have written their names on flying history. This room is the pilots' room at the London air-port, Croydon—a room known and talked about wherever airmen meet throughout the world; a room as famous, from the view-point of a captain of the air, as that captain's room at Lloyd's where men of the sea assemble.

Around you sit airmen who know their skyways just as sea captains know the ocean routes. They stroll in who have just brought their craft to earth from flights which began only a few hours earlier far across Europe. Others, deeply tanned by tropical suns, are home on leave from one or other of the Empire routes, and are eagerly exchanging views and experiences. Foreign pilots mingle with those of British air-lines. An Aerial League of Nations is this pilots' room. The camaraderie of the air, ignoring frontiers or restrictions, binds in the bonds of friendship—a friendship irrespective of nationality—all those who traverse the highways of the sky.

Great air captains of to-day, sitting in friendly groups, glance up at the pictures of those pioneers who, in the infancy of air transport, were establishing the fine traditions which animate the pilots now operating on the world's flying routes.

UNIQUE GALLERY

Unique is the picture gallery of pioneers which one sees on the walls of the pilots' room. It tells a personal story of air transport from its earliest days. Here, for example, is Capt. Lawford who, seventeen years ago, now, piloted the first British passenger plane on the daily service to Paris. Here, too, is that pioneer in scientific instrumental flying, the late Capt. F.L. Barnard. Here, also, are two aerial adventurers, superb pilots both of them, who vanished while on early Atlantic flights—Col. Minchin and Capt. Hinchcliffe. And here is Lieut. Shaw, who made history with a magnificent bad-weather flight during the first week of London-Paris flying; also that pioneer who blazed long-distance air trails which are being flown commercially to-day, Sir Alan Cobham.

Sitting round you in the pilots' room are airmen who were the trends and colleagues of early pilots who flew in the era before our air-lines were organised scientifically—in those days when every night was apt to be an adventure, and when landing-grounds were hacked out of forest to open up routes which now span the Empire to India, Africa, China, and Australia. Here, for instance, is that well-known veteran of the air, Capt. Dismore. Cheerful and smiling, and always completely unassuming, Capt. Dismore has been flying regularly for 23 years. He was handling tiny low-powered planes away back in pre-war days. He flew throughout the Great War, and has personal recollections of that early phase in hostilities when pilots were fighting up in the air with rifles and revolvers. Capt. Dismore sat at the controls of some of those hastily converted war-planes which—carrying passengers instead of bomb—to-day with all this wonderful experience to draw upon, he flies as Commander of great multi-engined air-liners which dwarf to insignificance the tiny planes with which our commercial air era began.

CONFIDENT FEELING

No wonder that passengers travelling by Imperial Airways—and more especially those who may be flying for the first time—say that the men who sit at the

controls of the Company's air-liners inspire them with such a feeling of confidence. Eight of the pioneer Captains of Imperial Airways have, between them, now flown a total distance approaching 10,000,000 miles. These eight veterans are Captains O.P. Jones, F. Dismore, A.B.H. Youell, H.H. Horsey, A.S. Wilcockson, H.H. Petry, L.A. Walters, and W. Rogers. To talk any one of them in the pilots' room is to realise that Britain's mercantile air service is being founded on lines just as admirable, and as enduring, as that of our mercantile sea service. These pilots do not care to talk about themselves. They prefer to talk about civil flying as a whole. They are concerned not with their own personal exploits. They desire to sink their own identity in the general progress of the movement which they have at heart. It is their endeavour to convince the public, by the smooth precision of their flying, that air travel has left the era of experiment far behind, and is now at the world's service, day in and day out, as a swift, dependable, ever-ready method, for expediting the transport of passengers, mail, and freight.

QUIETNESS UP IN THE AIR
Passengers who recall air travel in its early phases, and who make journeys in air-liners to-day, comment on one fact that strikes them particularly. This is the quietness of present-day flying, as compared with that in pioneer times. Early passenger-planes were not only small but noisy. Their engines, attached to the fuselage within a feet of the cabin, caused such a din that ordinary conversation was impossible, and passengers had to adopt the expedient of scribbling notes which they passed from hand to hand.

One of the tasks of Imperial Airways, when the Company came into existence, was to increase the comfort of air passengers. An important step in noise reduction has been to remove engines from any direct attachment to the fuselage, and to place them out on the wings. Careful researches have also been carried out with a view to the employment of sound-deadening materials in saloon construction. The result, to-day, is that even when in high-speed flight passengers hear nothing more than a drone which is soothing rather than irritating. Conversation is easily possible without raising one's voice, while the quietness of modern air travel is illustrated by the number of passengers who, once they are aloft, lean back in their armchairs, close their eyes, and enjoy a refreshing mid-air nap.

SCIENCE IN AIR SALOON
Those who study the furnishing and equipment of air-liner saloons in America have been led to form some interesting conclusions. In the choice of colours in decorations there are, it is found, certain shades of green which are apt to be displeasing to passengers; while the use of too much red has an irritating effect. The aim is to evolve quite a restful scheme of interior decoration for saloons, with colours well-blended and subdued. It is found a good idea to have lower walls and carpets in fairly dark tones. This encourages a feeling of strength and security. Upper walls and ceilings can be

NEW AIRPORT FOR LONDON

TO BE BUILT AT EYNSFORD

A modern airport, which will occupy nearly 1,000 acres, with a new railway station on the Southern Railway besides it, is to be established immediately near Eynsford, Kent.

It is understood that the land has already been acquired after negotiations by the Southern Railway. Already a transformer sub-station has been opened and the line electrified. The new station has been pegged out and plans prepared.

MOTOR NOTES FROM GREAT BRITAIN

Traffic conditions are such in many of London's main streets to-day that vehicles occupied in essential work in these thoroughfares must take up as little room as possible and do their work with the greatest speed. In this connection the new machines recently taken into service by the Gas Light & Coke Co. for special duties in particular interest.

In the first place the normal wheelbase of the Dennis 45-cwt. chassis employed has been reduced to 7ft. 6in., giving a turning circle of 30ft., while the short overall length results in the minimum road area being occupied.

VERY COMPLETE EQUIPMENT
Describing these machines, "The Commercial Motor" points out that the first active stage of repair work consists in opening up the road to disclose the pipe, and this must be carried out quickly. Pneumatic road-breakers are employed, the compressed air plant occupying the superstructure erected on the chassis.

This Armstrong-Whitworth plant consists of three principal units, a petrol engine, a compressor and an air tank. The engine also drives a dynamo which reinforces that included in the normal lighting act of the chassis. This, of course, is necessary in view of the possibility of extensive operations at night; two sockets for lighting plugs are situated at the rear of the chassis for feeding floodlights.

At the rear side of the engine are pressure gauges, while there is extensive lockage for lamps, gas masks etc. At the rear are drums for carrying pneumatic hose.

Accommodation for a crew of three is provided in the cab, and extra men can be carried on steps along each side, a handrail giving security.

lights in colour, thus obviating any feeling of confinement. Colour is, of course, greatly connected with one's feelings of comfort or discomfort; and the decorator's aim in an air saloon, as in other transport vehicles, is to put the passenger mentally at ease.

"And Sudden Death" Vivid Portrayal Of Accidents In America

Automobile Can Become Deadliest Missile

This vivid portrayal of motor accidents and fatalities in the United States of America was written by J. C. Furnas, an American newspaperman, on an assignment given him by his editor. Convinced that the widespread reading of this article would curb reckless driving, reprints were purchased by business men's organisations, women's clubs, churches, schools, automobile clubs, and other groups interested in public welfare, for distribution to the public.

Like the gruesome spectacle of a bad automobile accident itself, the realistic details of this article will nauseate some readers. Those who find themselves thus affected at the outset are cautioned against reading the article in its entirety, since there is no letdown in the author's outspoken treatment of sickening facts.

Publicising the total of motoring injuries never gets to first base in jarring the motorist into a realization of the appalling risks of motoring. He does not translate dry statistics into a reality of blood and agony.

Figures exclude the pain and horror of savage mutilation—which means they leave out the point. They need to be brought closer home.

A passing look at a bad smash or the news that a fellow you had lunch with last week is in hospital with a broken back will make any driver but a born fool slow down at least temporarily.

But what is needed is a vivid and SUSTAINED realization that every time you step on the throttle, death gets in beside you, hopefully waiting for his chance.

That single horrible accident you may have witnessed is no isolated horror. That sort of thing happens every hour of the day everywhere.

If you really felt THAT, perhaps the stickfull of type in Monday's paper recording that a total of 28 local citizens were killed in week-end crashes would rate something more than a perfunctory, "Tch! Tch!" as you turn back to the sports page.

Even a mangled body on a slab at the morgue, waxily portraying the consequences of bad motoring judgment, isn't a patch on the scene of the accident itself. No artist working on a safety poster would dare depict that in full detail.

HUMAN GROANING
The picture would have to include motion-picture and sound effects, too—the flopping, pointless efforts of the injured to stand up; the queer grunting noises; the steady, panting groaning of a human being with pain creeping up on him as the shock wears off.

It should portray the slack expression on the face of a man, drugged with shock, staring at the Z-twist in his broken leg, the in-lane crumpled effect of a child's body after its bones are crushed inward, a realistic portrait of an hysterical woman with her screaming mouth opening a hole in the bloody drip that fills her eyes and runs off her chin. Minor details would include the raw ends of bones protruding through flesh in compound fractures, and the dark red, oozing surfaces where clothes and skin were haved off at once. Those are all standard, everyday sequels to the modern passion for going places in a hurry and

taking a chance or two by the way. If ghosts could be put to a useful purpose, every bad stretch of road in the United States would greet the oncoming motorist with groans and screams and the educational spectacle of ten or a dozen corpses, all sizes, sexes and ages, lying horribly still on the bloody grass.

"TAKE IT EASIER"
Last year a state trooper of my acquaintance stopped a big red Hispano for speeding. Papa was obviously a responsible person, obviously set for a pleasant weekend with his family—so the officer cut into papa's well-bred expostulations: "Til let you off this time, but if you keep on this way, you won't last long. Get going—but take it easier."

Later a passing motorist hailed the trooper and asked if the red Hispano had got a ticket. "No," said the trooper. "I hated to spoil their party." "Too bad you didn't," said the motorist. "I saw you stop them—and then I passed that car again 50 miles up the line. It still makes me feel sick at my stomach. The car was all folded up like an accordion—the colour was about all there was left. They were all dead but one of the kids—and he wasn't going to live to the hospital."

Maybe it will make you sick at your stomach, too. But unless you're a heavy-footed incurable, a good look at the picture the artist wouldn't dare paint, a first-hand acquaintance with the results of minding gasoline with speed and bad judgment, ought to be well worth your while. I can't help it if the facts are revolting. If you have the nerve to drive fast and take chances, you ought to have the nerve to take the appropriate cure. You can't ride an ambulance or watch the doctor working on the victim in the hospital, but you can read.

(To be Continued)

AIR TRAFFIC RESEARCH

News from Germany indicates the intention of the German authorities to establish an "Academy for Air Traffic Research." One of the chief tasks of this body will be to study commercial air progress throughout the world, and it will prepare a comprehensive annual report, to be presented to the Government. Particular attention is to be paid to the economics of world air transport.

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Zam-Buk is so highly refined that it soaks readily into the pores, purifying and healing in deeper tissues as well as the surface skin. The marvellous soothing and curative powers of Zam-Buk are due to its rare herbal origin, refinement and guaranteed freedom from animal fat. Never be without a box of Zam-Buk.



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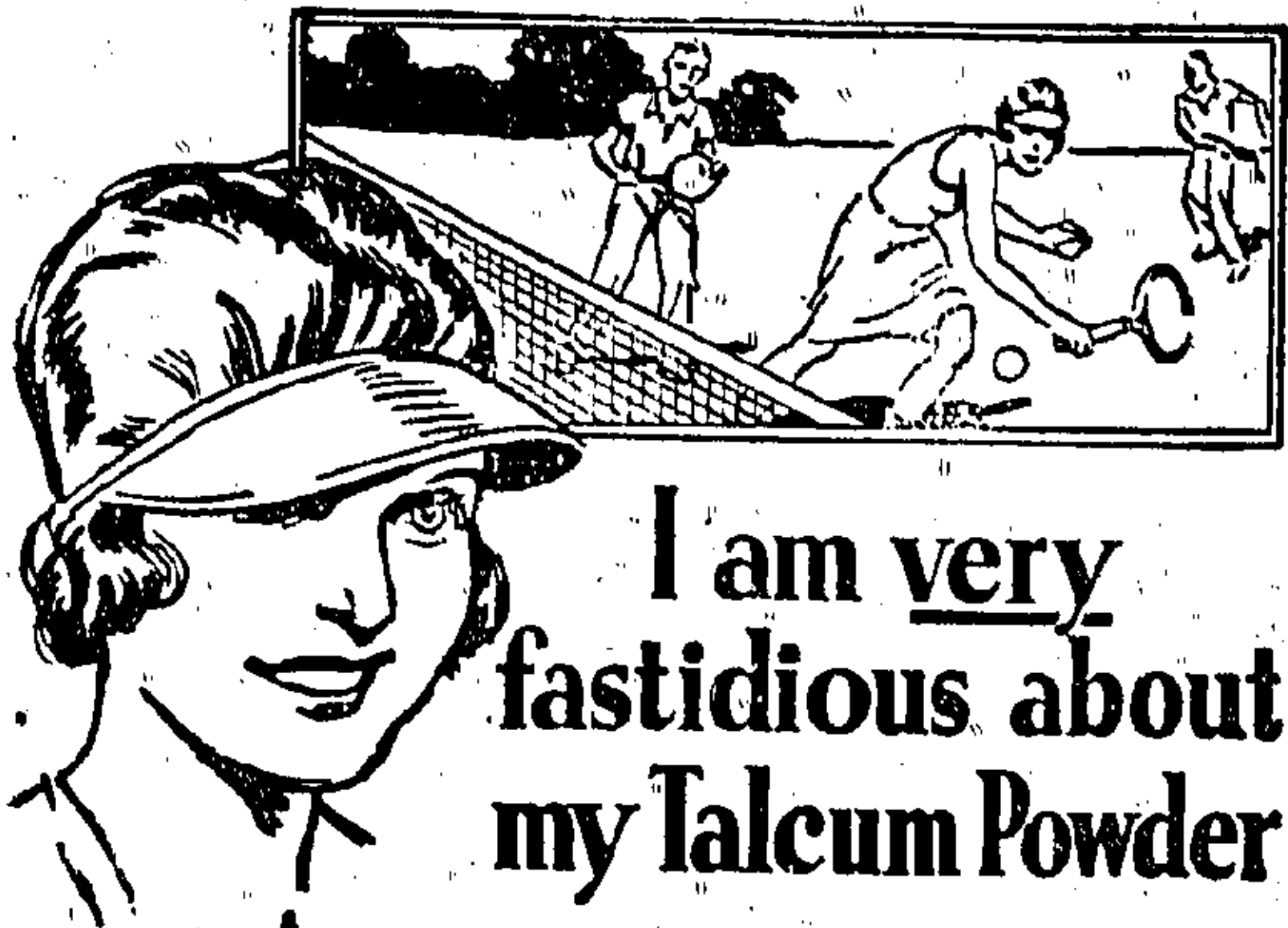
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I am very fastidious about my Talcum Powder

After the bath following vigorous exercise we all need a powder that is absolutely smooth and silky. That's why I use Cuticura Talcum. It is the most exquisitely fine powder I've ever used. And the perfume is a wonderful blend—both fragrant and wholesome—it smells so clean and sweet.

The reason why Cuticura Talcum is used by women who are extra particular about their toilet powder is that it has a fineness and purity which is unexcelled.

Cuticura is scientifically prepared by a special process—it has the same guaranteed quality of excellence which has made Cuticura Soap famous all over the world. If the skin is overheated and chafed, Cuticura Talcum soothes it at once. Its cool 'satin' softness is like a balm. Use it after bathing—before dancing or strenuous exercise. It absorbs perspiration—you stay sweet, dainty and fresh for hours.

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What's Fred Been Doing To His Hair?

It was Getting Very Thin, He was Going Bald

—THEN HE STARTED

HARLENE-HAIR-DRILL

And what a difference it made. His hair soon began to grow again. The bald patches disappeared and he's looking younger than ever. His friends were amazed. Harlene-Hair-Drill simply performs wonders. You should try it to-day.



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The greatest Hair Restorer for both sexes. Banishes baldness, falling hair, lifeless hair, brittle hair, too-dry or too-greasy scalp, etc. Infuses new life and vitality into each hair follicle and revives the weakened tresses. Quickly brings back youthful appearance.

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Pounds, Shillings And Pence

ADVENTURES IN BUSINESS AND STOCK EXCHANGE

Why Lottery Tickets Sell

Almost everybody wants money. But not everybody wants to make it. It is surprising how many people are not willing to give value for money. They dream of it, but they won't work for it.

That is why sweepstake and lottery tickets sell like hot cakes. The casinos and the bookies do a roaring trade.

And many a dreamer goes to the Stock Exchange for a contract note and doesn't wake until the bottom has fallen out of the market.

I always wanted to make money, writes Sydney Moseley in the "Sunday Chronicle." But only because the things I wanted more than money are unattainable without it.

Yet my tastes are simple—the sunshine and the sea and freedom of body and spirit.

At different times I have made and lost large sums of money—small "fortunes" in the ordinary sense of the word.

I have been a very big operator on the stock markets. I do not bet, and I do not play cards, but if people said of me that I have been a great "gambler" I should not quarrel with their description.

Ad yet the foundation of my fortune has been hard work.

I have written more than a score of books and many millions of words for the Press. I earned my living with my pen and something more than I spent. That unspent margin alone enabled me to adventure in business and the Stock Exchange.

NO STRANGER TO POVERTY

There were more and perhaps better reasons for me to want money than for most people. Poverty was no stranger to me in my childhood.

My mother was left a widow in very straitened circumstances when I was a little boy. Even at the age of 12 my heart was filled with the resolve to help her.

But although my devoted mother died long before I had made my fortune at all, that resolve strengthened my purpose all through life.

After I had tasted both success and failure I began to understand that there is adventure and even romance in money-making.

I learned the thrill of a big gamble. I knew the keen zest of backing my own opinion against the world. I loved the battle for its own sake.

The first step is the hardest. Most men, starting from a financial zero, have a tougher struggle to put the first hundred pounds in the bank than afterwards to increase it to a thousand.

This is the story of my own adventures in reaching "The first £100,000." I doubt whether it will have any sequel, for I have no wish to be a millionaire. Perhaps I am one of the few men who know when they have enough.

"SUNK" IN A WELL OF OIL

It was a lucky "tip" that started me on the perilous paths of financial adventure and an unlucky one that tipped me and my small capital into a bottomless well of oil—where the capital is still sunk.

Financial "tips" have this in common with racing ones: they are almost as likely to be wrong as they are to be right and the ones you don't take are usually the ones which come off. If you never take any of them you will probably save money.

But perhaps there is such a thing as beginner's luck—what might be called "the devil's own luck," for he probably uses it to bait the trap.

It was one little stroke of luck which turned me, who had promised never to back a horse or play cards for money, into a bigger gambler than my brothers, who did both with unprofitable persistence.

My three brothers were all keen punters and sometimes lost the rent money on Epsom "certainties." What escaped the Turf was frequently lost at cards.

They knew all about horses and they lost. They knew all about cards—faro, banker, bragg, pon-toon, and other strangely-named games—and still they lost. They died poor men.

As a boy I did not consider the ethics of gambling at all. What impressed me was that my brothers did not seem to get anything approaching value for money.

On the contrary, their gambling was a constant course of anxiety to them. There seemed to be a heartache in every thrill. They always looked as though they expected the worst and their expectation was seldom disappointed.

If they had wagered no more than they could afford they might have got more run out of gambling. But then that is not gambling at all, as I discovered later on in a different field of enterprise.

At the time I simply observed and, wondering, I went to my mother and said: "My brothers are foolish to bet like they do. I shall never bet at all."

I never have. But I have won and lost many fortunes on the Stock Exchange. I have gambled to the last limit of my resources in several business ventures. And I have often won or lost, in an hour more than any of my brothers did in a lifetime.

At the time I received the first tip that lured me into these adventures I knew nothing about finance. I had heard of Consols and scarcely realised that there were other stocks and shares to be dealt in.

My savings, such as they were, went into the Post Office Savings Bank. At last, by sheer thrift, I had an imposing credit balance. I had passed the first milestone on the road to wealth. I had secured the first hundred pounds.

FIRST "TIP" A WINNER

When, therefore, I had this £100 in the bank, a small footing in journalism, an inquiring mind, and a natural inclination to try anything once, I got my first tip.

A relative of mine, co-director in a big industrial concern, suggested that I should put a few pounds in a new and small concern in which he was interested.

"The shares are a bit below par, my boy," said he, "but I fancy they'll recover when the figures for this year's earnings come out. In fact, I think there's a small profit to be made."

I knew what "below par" meant. But I didn't know much else about stocks and shares. I had no idea how one bought them.

On the other hand, I knew my relative was a sound business man and if he thought there was a profit to be made that was good enough for me.

"Thanks," said I, "I'd like to put a few pounds into this business as you suggest, but how do I go about it?"

"How much do you want to invest?" he said.

That frightened me, but, trying to be casual, I said: "Oh, I don't know; say a hundred!"

"No; we'll say twenty-five," he retorted. "You can leave it to me. I'll buy the shares for you, and if they should go wrong I shall certainly come on you for the difference."

Within the month my relative sent me a cheque for £3 14s. 4d. His letter said that he had taken a small profit and that that was my share after paying expenses.

No cheque I had ever received gave me such satisfaction.

"Can you beat that?" I asked myself delightedly. "Here are millions of poor, stupid, unimaginative people stewing and sweating to scrape a living when there's money to be picked up like this!"

I wished I had been allowed to invest the full hundred. Then I should have made £14 17s. 4d. Very likely, I thought, my relative had invested a thousand pounds. Or more than that.

Why, if a man had had some capital and a little pluck, there was a fortune to be made. I began to build magnificent dream castles. It was every exciting.

That first "tip"—that first "winner"—it may be so termed—ex-

ercised a tremendous psychological effect upon me. I had been bent on saving money; now I began to think almost entirely of making it.

I had played my first big hand in the game of high finance before I had ever dealt with a broker in my own name and long before I knew that "contango" was a feverish dance exclusively performed to the city's orchestra.

THE ART OF SAVING

Not long after, my paper crashed. It ceased publication and ceased too, for the time being, my Stock Exchange ambitions.

I sank my savings in a small agency venture. "Sank" is the right word.

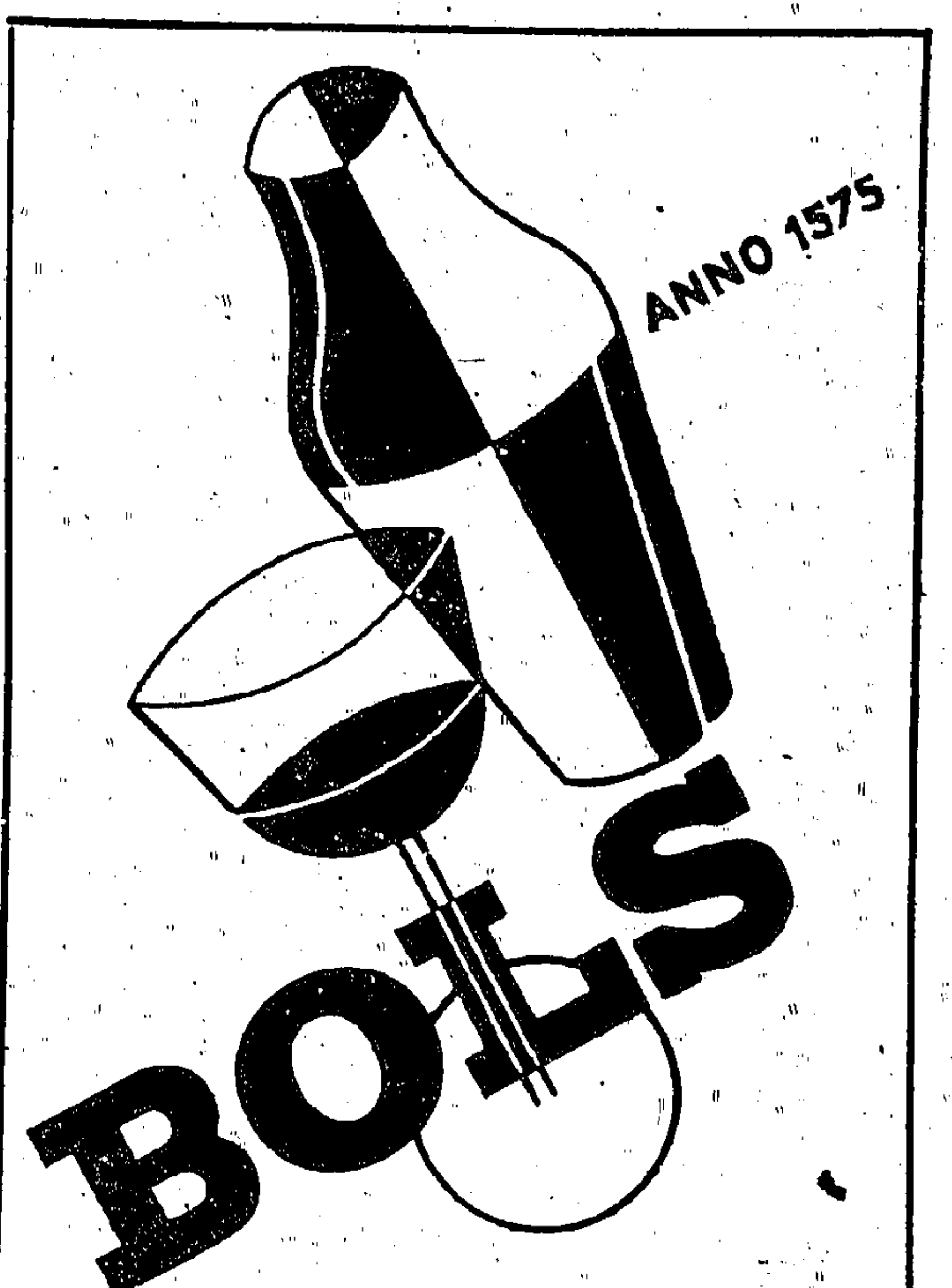
My savings had gone "West," so I went East; an became, in my twenty-second year, a full-blown editor in Cairo.

There, in my trunk, I kept a black bag and, whenever I had a pound to spare, I dropped it into this bag. Never once, until I finally left Egypt, did I ever go to that bag to take anything out.

I don't believe any man ever became very rich simply by saving. On the other hand, I doubt whether any great fortune was ever made by anybody who has never learned to save.

And the whole secret of saving is to put what you can afford away and then—resolutely—forget it.

(Continued on Page 12)



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By T'ANG LEANG-TI

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TO-DAY'S RADIO PROGRAMMES

Broadcast By Z.B.W. On 355 Metres

12.30-2.10 p.m. — European Programme.
12.30 p.m.—Orchestral Music.
1 p.m.—Local: Time Signal and Weather Report.
1.05 p.m.—The Light Opera Company.
1.20 p.m.—"Bell's across the Meadows" by Albert W. Ketelbey's Concert Orchestra.
1.25 p.m.—Reuter Press, Rugby Press, Local: Weather forecast, time and announcements.
1.40 p.m.—Recorded Music.
2.10 p.m.—Close Down.
4-7 p.m.—Chinese Programme.
7-11 p.m.—European Programme.
7 p.m.—Cab Calloway and his Orchestra.
7.20 p.m.—

Jessie Matthews (Soprano).

1. Say the Word and it's Yours ("First a Girl").
2. Everything's in Rhythm with my heart ("First a Girl").
3. It's love again ("It's love again").
7.30 p.m.—Closing Local Stock Quotations.
7.33 p.m.—

Waltzes by the Orchestra Mascotte.
Ball Sirens—Waltz Tunes ("Merry Widow") (Lehar).
Lysistrata—Waltz (Lincke).
Over the Waves (arr. Hohnel).
Amorette (arr. Hohnel).
Greetings from Vienna (Siede).
Danauellen (Danube Waves) (arr. Hohnel).
The Last Letter (Reggiov).
Twinkling Lights—Waltz Melodies (arr. Hohnel).
8 p.m.—

From the Studio.

Modern Interpretations of Jazz by The Three Blind Mice.

Programme
1. Ol' Man Mose.
2. Song: Twilight on the Trail (Request).
3. Violin Solos—
(a) Gypsy Violin.
(b) Love is like a cigarette.
(c) Someday Sweetheart.
4. Song—Speak to me of love (Request).
5. Piano Solos—Medley.
6. Song—Ol' Man Ribber.
7. I'm a fool for lovin' you.
8.30 p.m.—"Clapham and Dwyer on Hobbies"—A Descriptive Sketch.
8.37 p.m.—

Scottish Music.
Song—Star O'Robbie Burns (Booth)—Peter Dawson (Bass-Baritone).
Orchestra—Strathspeys (arr. Diack).
Song—Mary Morrison (arr. Moffat)—John Edington (Tenor).
Orchestra—Strip the Willow (arr. Diack).
Song—The Lea Rig (arr. Burnett)—Robert Burnett (Baritone).
Orchestra—Skye Elphinstone Reel.
9 p.m.—

Musical Comedy.
"Glamorous Night—Selection."
New Moon—Vocal Gems.
Peter Pan—Selection.
9.25 p.m.—News and announcements from London.
9.45 p.m.—

A Recital by Beniamino Gigli (Tenor).

1. Megle (Massenet).
2. Plaisir D'Amour (Martini).
3. Lullaby ("Lullaby") (Schubert).
4. Say you will not forget ("Lullaby") (Schubert).
10 p.m.—

A Relay from London.
Big Ben: "Imperial Affairs" by H. V. Hodson.
10.17 p.m.—

Dance Music.
11 p.m.—Close Down.

BERLIN PROGRAMME

1.05 p.m.—Call DJA, DJB (German, English).
German Folk Song.
1.10 p.m.—A Programme of Cheerful Music.
2 p.m.—News in German.
2.15 p.m.—Cheerful Music (cont'd).
2.55 p.m.—Greetings to our listeners in New Zealand.
3 p.m.—News and Economic Review in English.
3.15 p.m.—To-day in Germany. Sound Pictures.
3.30 p.m.—Hitler Youth Programme: Children's Music.
2.45 p.m.—Artistic Dance Music. Gerhard Puchelt, Pianist.
4 p.m.—Famous Party Day 1936.
5 p.m.—Famous Musicians: Rudolf Watzke, Bass.

5.30 p.m.—News and Economic Review in German.
5.45 p.m.—Topical Talk.
6 p.m.—Songs of the German Rhine.
CHANG TAK CHANG TAK
Walter Blanke, Baritone.
6.15 p.m.—Sign off DJA and DJB (German, English).
6.55 p.m.—Call DJE and DJB (German, English).
German Folk Song.
7 p.m.—Concert of Light Music.
8 p.m.—News in English.
8.15 p.m.—Greetings to our listeners in the "Far East" and Call DJQ.
8.20 p.m.—Little German Broadcasting ABC.
8.35 p.m.—Concert of Light Music (continued).
9 p.m.—Reich Party Day 1936.
10 p.m.—News and Economic Review in English on DJE DJQ in Dutch on DJB.
10.15 p.m.—To-day in Germany. Sound Pictures.
5.30 p.m.—Where North Sea Billows Break upon the Shore.
A Low-German Homeland Evening.
11.15 p.m.—Something of Everything.
A Variety Hour.
12 midnight.—Close DJE, DJQ, DJB (German, Engl.).

RADIO MANILA

5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air conducted by Don Alva.
7 a.m.—Sign Off.
9.30 a.m.—Nelson Financial Review and Musical Varieties.
11.15 a.m.—Sign Off.
2.30 p.m.—Nelson Financial Review.
2.45 p.m.—Sign Off.
6 p.m.—Song and Movie Magazine of the Air, sponsored by the Literary Song-Movie Magazine.
6.20 p.m.—Spanish Informational Period.
6.35 p.m.—English Informational Period.
6.55 p.m.—Stock quotations, through the courtesy of Swan Culbertson and Fritz.
7 p.m.—To be announced.
7.45 p.m.—Oriental Classic Trio and Alma Corro (Chalm KZEG).
8 p.m.—To be announced.
8.15 p.m.—Commercial Monitor.
8.30 p.m.—A Voice and Two Guitars—Carmela Hernandez, with Sarmiento and Rey.
8.45 p.m.—Stock Quotations and Local Market Reports.
9 p.m.—"Sampaguita," conducted by Remigio Mat. Castro.
9.30 p.m.—Musical Potpourri.
10 p.m.—Sign off.

EMPIRE RADIO

TRANSMISSION 2

(Hong Kong Times)
The following frequencies will be used:

GSH 21.47 Mc/s (13.97 m.)
GSG 17.79 Mc/s (16.86 m.)
7 p.m.—Big Ben. South African Talk.

2.17 p.m.—The New Victoria Cinema Orchestra, directed by Sydney Phases. From the New Victoria Cinema, Bradford. Suite, English Landmarks: (1) Waltz, Ascot (2) Tintern Abbey (3) March, Whitehall (Tapp). Birthday Serenade (Lincke). Hornpipe, Barnacle Bill (Ashworth Hope). Sailor's Adventures (Rathke). Selection: The Silver Screen (arr. Terry).
7.45 p.m.—"Dixie Land Whar I was Born in." Memories of the cotton fields, in negro songs and spirituals. With John Payne and his Jubilee Singers. The programme presented by John Pudney.

8.15 p.m.—Chamber Music.
8.30 p.m.—Karoly Klay and his Light Orchestra, with Brenda Gordon. La tzigane; Dear Little Isle. Viennese Carnival: The Brook; Happy Vienna; The Marionette Show; Grand March, Long Live the King (Karoly Klay).

9 p.m.—Greenwich Time Signal.
9.25 p.m.—Opening of the Johannesburg Exhibition.
9.25 p.m.—The News and Announcements.
9.45 p.m.—Close down.

TRANSMISSION 3
The following frequencies will be used:

GERMAN LABOUR FRONT

Leader Outlines Work Done

Nuremberg, Sept. 13.
At the Party Congress on Sunday, Reichs Organisation Leader, Dr. Robert Ley, leader also of the German Labour Front, gave some interesting details of the work done by that organisation, which with its 20 million members can justly call itself the largest organisation in the world.

The section for providing homes for workers, for instance, has more than 15,000 buildings in hand or already finished.
In the past year the Labour Front has paid out about 87 million Marks for pensions and relief, although the contribution to the Labour Front are smaller than those paid in former years to the Trade Unions.

The department for vocational training has established 400 training workshops and a further 150 are under construction. About 24 million people have gone through Labour Front training courses.
Many practical measures have been taken to ensure the safety of the labourer, and to prevent accidents.

The crowning piece of work of the Labour Front was the organisation "Strength through Joy." It had doubled its services in 1935, six million persons having participated in trips and tours, in comparison to three million last year. The section known as "Beauty of Work" disposed of 200 million Reichsmarks in the past and 400 millions in the current year in building 8,000 canteens, restaurants, 3,000 lawns, 500 sportsgrounds, 200 swimming baths, 12,000 washing and changing rooms.

In spite of all this, there was a monthly surplus of 7.5 million marks, and this had enabled the Labour Front to embark upon the gigantic scheme costing 173 million Marks, including seaside resorts, sanatoriums, seamen's homes and two large steamers, administrative buildings, training colleges for political leaders and many other things.

The Speaker concluded by saying that one ought to compare these achievements with the "slavery and hunger in the Soviet paradise of Russia," which the speaker said was nothing, but a Jewish concern for the ruthless exploitation of the poor downtrodden Russian nation.—*transmission News Service.*

GSH 21.47 Mc/s (13.97 m.)
GSG 17.79 Mc/s (16.86 m.)
GSH 15.14 Mc/s (19.82 m.)

10 p.m.—Big Ben. "Imperial Affairs," by H. V. Hodson.

10.17 p.m.—The Torquay Municipal Orchestra, leader, Harold F. Pettis; conductor, Ernest W. Goss. Morgan Davies (Baritone). From the Pavilion, Torquay. Morgan Davies and Orchestra: Aria, Eri Tu (Un Ballo in Maschera) (Verdi). Orchestra: Selection, the Damnation of Faust (Berlioz). Waltz, Joyeuse (Curzon). Morgan Davies: The Desert (Balakirev). I'm a Cornishman (Dick Henry). Orchestra: Three Woodland Dances: (1) Dance of the Dryads (2) A Woodland Serenade (3) Fauns in the Forest (Haines). Morgan Davies: Where Green Rushes Grow (Phyllis Harding). Cavalier (Lambert). To you cherie (Jenkins). Orchestra: Selection, Musical Comedy Memories (Finck).

11.30 p.m.—A Ballad Recital by Margaret Balfour (Contralto) and Edward Reach (Tenor). Margaret Balfour: Homing (del Riego). Wind of the Western Sea; Gipsies (Graham Peel). Edward Reach: To a Wild Rose (MacDowell). The Song of the Palanquin Bearers (Martin Shaw). I Pitch my Lonely Caravan at Night (Eric Coates). Margaret Balfour: The Silver Ring (Chaminade). Absence (Easthope). Martin. Edward Reach: Faery Song (Rutland Boughton). Till a Glass with Golden Wine (Quilter). Hugh's Song of the Road (Hugh the Drover) (Vaughan Williams).
11.55 p.m.—The News and Announcements.
Midnight.—Greenwich Time Signal.
12.15 a.m.—"Penny Coloured." A gentle satire, Libretto, lyrics and music by John Keir Cross. Production by William MacLurg.

12.50 a.m.—Dance Music.
1 a.m.—Close down.

LAMBERTS AUCTIONS

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TERMS:—CASH ON DELIVERY.

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FRIDAY, SEPT. 18, 1936

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also
Three Upright Pianos.

ON VIEW FROM THURSDAY,
THE 17TH SEPTEMBER, 1936.

TERMS:—CASH ON DELIVERY.

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WEDNESDAY
At the **QUEEN'S**
Herbert Marshall in
"TILL WE MEET AGAIN"
A Paramount Picture

WEDNESDAY
At the **ALHAMBRA**
Ann O'Brien in
"YOU MAY BE NEXT"
A Columbia Picture

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"The Iron Duke"
QUEEN'S:—
"Show Boat"
ORIENTAL:—
"Viva Villa"

Kowloon

ALHAMBRA:—
"Show Boat"
MAJESTIC:—
"It Happened In New York"
STAR:—
"One Night Of Love"

Coming

KING'S:—
"Human Cargo"
QUEEN'S:—
"Till We Meet Again"
ORIENTAL:—
"Boulder Dam"
ALHAMBRA:—
"You May Be Next"
MAJESTIC:—
"Dante's Inferno"
STAR:—
"Folies Bergere"

IT HAPPENED IN NEW YORK

The unique experience of a real movie star playing the role of a "ree" movie star, fell to Gertrude Michael, brilliant young screen actress, who in the short space of two years, has risen to the heights of screen stardom.

Miss Michael, who will be seen in one of the featured feminine roles in "It Happened In New York" now at the Majestic Theatre, characterizes a glamorous but highly temperamental movie queen, who invades New York with all the fanfare and ballyhoo of a real queen.

In real life Miss Michael is one of the most charming, intelligent and talented young women in Hollywood. She is an accomplished musician and particularly brilliant at the piano. She is also a student of the arts and sciences and has a profound knowledge of religious literature.

"It Happened In New York" is a clever, romantic comedy-drama which features Lyle Talbot, Miss Michael and Heather Angel. The supporting cast includes, among others, Hugh O'Connell, Adrienne D'Ambricourt, Robert Gleckler, Huntley Gordon, Phyllis Ludwig and Rafael Storm.

"IRON DUKE"

For splendid cinema entertainment there is "The Iron Duke," showing at the King's Theatre today. George Arliss as Wellington, ranks very high. The story of Waterloo, with the great battle as a pivot, provided the material out of which a fine screen drama has been raised. "The Iron Duke" enhances the reputation of George Arliss.

Whatever facet of his character is revealed, George Arliss's Wellington is a notable figure.

The cast supporting the star includes Gladys Cooper, Elaine Terriss, Lesley Waring, Norma Varden, Allan Aynesworth, Gyles Isham, A. E. Matthews, Edmund Willard, Emyln Williams and others.

from an altitude of five miles, and photographs showing detail nearly 200 miles away were now comparatively common.

Mr. T. C. Dodds, chief technician in the Pathological Department of Edinburgh University, spoke on "The making of colour transparencies by the Finlay process." He contrasted the use of colour plates with the older form of black and white in teaching medical students. The colour plates, he said, were immensely more valuable, and in Edinburgh they could be regarded as pioneers in substituting them for the black and white plates. By means of photomicrography—photography by the microscope—it was possible to enlarge subjects so that the most minute detail was shown in true colour formation.

The process of the manufacture of microscopes was illustrated in a film shown by Mr. A. G. Woodger, of Messrs. W. Watson and Sons, Limited, London.

HARDEST WORKED FILM ACTORS

Three "Faces" Of Man With Three Names

A man who has built up a position almost unique on the screen is now in England.

He makes more pictures a year than any other actor of equal calibre, and yet by more than half his public is only remembered as the Man with Three Names.

Although technically a feature player and not a star, he is more popular than many stars and more widely known, and is ranked by many as the best light comedian on the screen.

Instead of being attached to a single studio, he prefers the career of freelance. He has more parts offered him than he can possibly play and earns a salary that many stars can envy.

Every film-goer knows that harassed look, that complacent smile ending a suspicious glance over the shoulder of Edward Everett Horton, better known as the Man with Three Names. You saw him in "Top Hat," "The Gay Divorcee," "A Bedtime Story" and scores of other films.

He is at present making a film at Elstree—it will be called "The Man in the Mirror"—and is being made by Twickenham Films.

Before he became famous in pictures he had thirteen years on the New York stage, playing roles of quite a different kind.

MAN OF MODESTY

It was in his first talking picture, "The Terror," by Edgar Wallace made in 1923, that he invented the characterization that has made him famous. He modestly maintains that his reputations as an actor is over-rated.

"I only have three expressions," he said, "the surprised one, the pleased one, and the suspicious one. You just assume the right one at the right moment, and you can meet any situation."

That there is more in his performances than this is shown, however, by the fact that he did not find success on the screen until the arrival of talking films.

"Many people in California maintain that I was directly responsible for the introduction of 'talkies.' Producers would take me from the stage and put me in a silent film which would prove a terrible failure; then I would do a little more stage work; then another film until the producers lost so much money they had to bring in 'talkies' to recoup," he said with mock-seriousness.

Mr. Horton's major hobby is collecting antiques for his country house, known to his friends as Horton's folly.

"BOULDER DAM"

"Boulder Dam," heralded as a drama of thrilling action, heroic deeds and glamorous romance, is scheduled as the feature attraction at the Oriental Theatre on Wednesday and Thursday.

The picture is based on Don M. Templin's story of the building of this mighty project, and the lives of the daredevil work-men who blasted their way through solid rock and scaled the walls hundreds of feet above the river, is detailed in the picture in colourful detail.

Death faced these dynamic workers at every turn, and many of their deeds of heroism, depicted in this film, will go down in the history of this great undertaking. The picture is enlivened by song numbers sung by Patricia Ellis. There is a strong supporting

DIARY OF LOCAL EVENTS

TUESDAY, SEPTEMBER 15.

Anniversaries and Holidays.—The Seven Dolours of Our Lady, St. Catharine of Genoa.
Auctions.—Postage Stamps, at Lammer's Sales Room, 3.15 p.m.; House hold Furniture, at 60A, Nathan Road, Kowloon, 10.30 a.m.

Cinemas.

King's:—"The Iron Duke."
Queen's:—"Show Boat."
Oriental:—"Viva Villa."
World:—"Chinese Picture."
Alhambra:—"Show Boat."
Majestic:—"It Happened In New York."
Star:—"One Night Of Love."
Meetings.—Annual of Mount Hockey League, at St. Andrew's Church Hall, 5.30 p.m.
Miscellaneous.—Rotary, Tiffin, Hong Kong Hotel.
Rehearsals.—Hong Kong Singers, "King Of The Road" (Elgar) Union Church, Kennedy Road, 5.30 p.m.
Social.—Cheero Club Whist Drive, 9 p.m.

Sports.

Hockey.—Annual Meeting, Y.M.C.A. Women's Hockey Section; Annual Meeting, Mount Hockey League (St. Andrew's Church Hall), 5.30 p.m.
Swimming.—Colony Championships (V.R.C.), 6.00 p.m.; P.W.D. Gala (South China A.A. pavilion), 8.00 p.m.
Moon.—VII Moon, 39th Day.
Sunrise.—4.19 a.m. Sunset.—6.27 p.m.
Tides.—High at 9.05 and 21.46; Low at 2.30 and 15.11.

WEDNESDAY, SEPTEMBER 16.

Anniversaries and Holidays.—Ember Day.

Cinemas.

King's:—"The Iron Duke."
Queen's:—"Till We Meet Again."
Oriental:—"Boulder Dam."
World:—"Chinese Picture."
Alhambra:—"You May Be Next."
Majestic:—"It Happened In New York."
Star:—"Folies Bergere de Paris."
Dances.—Cheero Club Dance, 8 p.m.
Lectures.—Dr. Frank Laubach speaks at St. Stephen's Girls' College, Lyttelton Road, 5.30 p.m.
Meetings.—Kowloon Union Church Women's Guild, 10 a.m.
Social.—Whist Drive, Sailors' Home and Seamen's Institute, 9.00 p.m.; Volunteer M.G. Battalion Signals "Steak and Kidney" Dinner; Whist Drive at St. Andrew's Hall, 8.45 p.m.

Sports.

Baseball.—Filipino All-Stars v. Overseas Chinese (Kowloon Polo Ground).
Rifle Shooting.—Spoon and Practice Shoots.
Swimming.—Colony Championships (V.R.C.), 6.00 p.m.
Moon.—New Moon, 1.41 a.m.; VIII Moon, 1st Day.
Sunrise.—6.10 a.m. Sunset.—6.26 p.m.
Tides.—High at 9.45 and 22.05; Low at 3.10 and 15.40.

THURSDAY, SEPTEMBER 17.

Anniversaries and Holidays.—Jewish New Year, (5597). Rajas, Impression of the Holy Stigmata of St. Francis.

Cinemas.

King's:—"Human Cargo."
Queen's:—"Till We Meet Again."
Oriental:—"Boulder Dam."
World:—"Chinese Picture."
Alhambra:—"You May Be Next."
Majestic:—"It Happened In New York."
Star:—"Clive Of India."
Meetings.—Quarterly of Local Branch, Royal Engineers' Old Comrades' Association, in Garrison Lecture Hall, 7.30 p.m.; Annual of European Y.M.C.A., in the West Lounge, 6.30 p.m.; St. Andrew's Women's Fellowship, 3.00 p.m.
Moon.—VIII Moon, 2nd Day.
Sunrise.—6.10 a.m. Sunset.—6.26 p.m.
Tides.—High at 9.30 and 21.28; Low at 1.45 and 14.45.

cast which includes Eddie Acuff, Henry O'Neill, Egon Brecher, Eleanor Wesselhoft, Joseph Crehen, Olin Howland, William Pawley, Ronnie Cosby and George Breakston.

MAJESTIC
AIR-CONDITIONED THEATRE

TO-DAY ONLY AT 2.30, 5.10, 7.15 & 9.30 P.M.
WO DERFUL RECONSTRUCTION OF THE BATTLE OF WATERLOO.

GEORGE ARLISS

The Iron Duke

TO-MORROW
20th Century
Fox
"HUMAN CARGO"
with CLARE TREVOR—BRIAN DONLEVY

MAJESTIC
THEATRE

MATINEES: 20c-30c. EVENINGS: 20c-30c-50c-70c.

TO-DAY AND TO-MORROW
HILARIOUS HOLLYWOOD-NEW YORK "ADCAP"
ROMANCE WITH A LAUGH COMING EVERY MINUTE!
Carl Laemmle presents
It Happened In New York
A Universal Picture with
GERTRUDE MICHAEL
HEATHER ANGEL
LYLE TALBOT

THURSDAY, ONE DAY ONLY
A SPECTACULAR DRAMA OF SOULS IN HELL!
"DANTE'S INFERNO"
A FOX SUPER PRODUCTION WITH SPENCER TRACY

"A Spot Of Work To Restore The Old Tissues.."

At the other end of the telephone—in Le Touquet—Mr. P. G. Wodehouse chuckled. It was the sort of chuckle that only Jeeves could put over after he had fixed something really old, writes a special correspondent in the "Daily Mail."

"Yes, isn't it extraordinary—they want me back again."

Then Mr. Wodehouse tittered. The thought that Metro-Goldwyn-Mayer had signed him up again to go to Hollywood and write scenarios after his last experience there, was too much for anything but a Bertie Wooster titter.

Five years ago, the creator of Jeeves went to Hollywood and drew \$20,000 from Metro-Goldwyn-Mayer for doing almost nothing.

When he came back he said it made him feel "dizzy" to think of how he had earned all that money when nobody could find him anything to do.

Now they have rushed all the way to France to wave another contract before his eyes for \$400 a week. As mesmerised as Bertie himself before a pretty ankle, Mr. Wodehouse has signed.

The titter on the telephone died away. Mr. Wodehouse grew serious.

GOING TO WORK
"Listen," he said, "I'm going to work this time."

It was my turn to titter. A spot of work to restore the old tissues? Mr. Wodehouse dropped his voice to a low beseeching level.

"Honest—I've got to work. In fact, they can't wait until I

4 SHOWS DAILY
At 2.30, 5.20, 7.20 & 9.20 p.m.
10-DAY ONLY

4 STARS from Liberty

Grace Moore
ONE NIGHT OF LOVE
A COLUMBIA PICTURE

TO-MORROW, ONE DAY ONLY!
MAURICE CHEVALIER
in **"FOLIES BERGERE"**

get to Hollywood. They are going to have a man to meet me in New York on October 5 and I have got to start right away on a play.

Then, I said, Mr. Wodehouse would no doubt come back again and get down to serious business.

"Oh, no," Jeeves's author explained. "Hollywood doesn't work like that.... This is a long contract—no date mentioned. It might go on for ever and ever...."

"Why, they might even let me write a play of my own afterwards."

Mr. Wodehouse has been busy on a new novel, and now this film contract has come along he won't have time to finish it before he leaves for Hollywood.

"Well, there will be plenty of time out there," I suggested.

There was a painful silence on the telephone line. "I wonder," said Mr. Wodehouse.

USES OF INFRA-RED PHOTOGRAPHY

Medical Possibilities

At the conference at Edinburgh University recently of the Pathological and Bacteriological Laboratory Assistants' Association Mr. Herbert Flower, of Messrs. Ilford, Limited, London, discussed recent progress in infra-red photography.

It was not actually a new thing, he said, and as back as 1880 material sensitive to infra-red radiation was used by Sir William Abney. By means of infra-red lamps installed in a picture theatre it had been found possible to photograph the audience unknown to them.

One of the slides used to illustrate this showed King Edward when Prince of Wales watching the premiere of "The Iron Duke."

and Charles Laughton and five of the "wives" among the audience at the first performance of "The Private Lives of Henry VIII," in which they were featured.

Mr. Flower also spoke of the value of infra-red photography in criminology. The new process had found widespread application in the deciphering of old documents defaced either by overwriting or by the ravages of time, and in the detection of forgeries in modern documents. It had also made easier the photographing of stars. The possibilities, as yet little developed, of the infra-red plate in clinical photography were also indicated. In agriculture it had been of great assistance in the investigation of plant life diseases at an early stage when the virus spots were invisible to the eye.

The lecturer also showed slides illustrating the value of the infra-red plate in aerial and landscape photography, and said it had been possible to photograph the earth



GERTRUDE MICHAEL IN "IT HAPPENED IN NEW YORK"

CENTRAL BRITISH SCHOOL

(Continued from Page 1)

PROCEEDINGS DESCRIBED

On arrival at the School, His Excellency the Governor, was received by the Headmaster and proceeded to the main door of the school building.

Welcoming His Excellency, the Headmaster said:—

Your Excellency, Lady Caldecott, Ladies and Gentlemen:

A great honour has fallen to me this afternoon to extend to Your Excellency and Lady Caldecott a hearty welcome on behalf of the Staff and children of the Central British School. This occasion is of vital importance to us owing to our rapidly increasing numbers.

We have outgrown our former home which has proved itself totally inadequate for some time, and we breathe a sigh of relief knowing that we are now to occupy premises more suited to our needs, and which, I feel sure, you will see make provision for an all-round education.

The school in the past has produced a succession of men and women of sound intellectual and moral calibre, many of whom are holding responsible positions both here and elsewhere. Of these we are justly proud, and I am quite confident that the present generation of pupils will carry on the high traditions of the school, which have been built up by their predecessors. The number present to-day is depleted due to the fact that many have left owing to the end of the school year, or gone on leave, and the new pupils have not been admitted.

I now beg Your Excellency to do us the honour of declaring the building open for which purpose I ask the Architect to present to you a golden key.

DOOR UNLOCKED

Receiving the gold key from the hands of the Architect, Sir Andrew unlocked the door and formally declared the school open.

His Excellency then entered the Entrance Hall accompanied by the Headmaster, followed by the Director of Education (Mr. G. R. Sayer), the Vice-Chancellor of the Hong Kong University (Sir William Hornell), the Chief Justice (Sir Athol MacGregor) and the Architect.

Following this Mrs. Updell, wife of the Headmaster, collected the wives of the distinguished guests (Lady Caldecott, Lady MacGregor, Mrs. Sayer, Mrs. Bartholomew and wives of the members of the Executive Council and the Board of Education) during which time the school filed into an allotted section of the Assembly Hall.

The ladies then took up their seats at the front of the Hall, followed by the Inspectors of Schools, Heads of Schools, and President of the Kowloon Residents' Association with their ladies.

They were followed by members of the Legislative Council and the Court of the University and their wives; the Board of Education and Executive Council members followed by the Director of Education, the Chief Justice, the Vice-Chancellor, the Architect and His Excellency.

Visitors and friends of the school then entered the Hall.

A PRAYER

When everybody had taken their places, the Headmaster opened the proceedings with the following prayer:—

Almighty God, our heavenly Father, enlighten with wisdom we pray, those who shall teach and those who shall learn in this school which we open this day. Grant to the Scholars of this and future generations, that they may rejoice in the knowledge of Truth, and in the opportunities of strengthening body and character in this place, so that they may grow up to honour all men, love brotherhood, fear God and honour the King.

Through Jesus Christ our Lord. Amen.

SPEECH OF THANKS

The Headmaster then called on the Director of Education to give an address of thanks to His Excellency.

The Director of Education said, in part:—

The thoughts of many of us assembled here this afternoon go back to the occasion, sixteen months ago when the first stone of the building was laid by H.E. Sir William Peel. I remember well describing that as a red letter day for the Department of Education and having done so I find myself searching in vain for

a superlative for to-day's function. I remember also that on that occasion when no stone stood upon another discounting my liability for what might rise from the promise by explaining that I could be held accountable for an estimate of the number of pupils to be provided for and a general layout of the building and even then I claimed to share that responsibility with my colleagues of the Board of Education and in particular to Captain Cannon, of the Army Education Corps who is no longer with us and to Mr. Benjamin Wylie of Hong Kong and Kowloon whom we are pleased to see back with us to-day.

It is, therefore, I fear, not seriously open to me to claim any very great share of the credit of the triumphant result we see to-day. For that our congratulations go first and foremost to the architect and secondly to a number of eager workers from various Government Departments including my own who shall remain nameless.

I am sure it is high time that I began to discharge the duty which the Headmaster has entrusted to me—the delightful duty of returning thanks and I want to begin by turning the tables on him and thanking him and his staff for the smooth manner in which they have effected the change-over from the old premises to the new. Secondly, I want to thank the Kowloon Motor Bus Company for the effective arrangements they have made in collaboration with the Headmaster, for the daily transfer of members of the school during term time to Kowloon Point. And while on the subject of transport I would like to take the opportunity of thanking the firm of Butterfield and Swire for a small and unostentatious service. Messrs. B. and S. have for many years had a launch running between Quarry Bay and Kowloon Point to ensure that all Taiwan children duly attend at school and lately feeling that some such facilities might be useful to the children of the staff of the new school at Stanley they have, I understand, entirely unofficially, placed that launch up to its capacity and without charge at the disposal of all such as turn up at the right place at the right time.

QUEEN'S COLLEGE

Referring to the requirement of a new Queen's College, Mr. Sayer said:

Your Excellency has plainly discovered that Hong Kong has its castles in the air built as well as projected and in asking for just one more I can now quote a very close precedent. I am not thinking of those gorgeous palaces where our more well-to-do citizens enjoy the fruits of their labour or enterprise in the circumstances of modern luxury and comfort but of something probably more symmetrical and certainly simpler, a stronghold of young people surrounded by a strip of green and enveloped in quietness and above all in the air essentially a castle in the air just such a place as Your Excellency has to-day thrown open to our British boys and girls. I ask no more and no less for our Premier Chinese School and I am confident that so soon as it is made possible by the recovery of our public finance or by some fine gesture of private beneficence such as we of Hong Kong have known in the past Your Excellency will not be slow in making good the home expressed to the hopes raised by your predecessor from Malaya.

I thank your Excellency for your presence here to-day. (Applause).

GOVERNOR'S REPLY

Replying, His Excellency said:—We have opened these magnificent premises with a golden key. That was an emblematic act; we have put the old School on its mettle in these new surroundings. We have symbolized our recognition that the School has been run in the past and our confidence that it is never going to come off that standard in the future. There are many metaphors in the English language that have sprung up around the words 'gold' and 'golden', and nearly all of them derive their significance not only from the extreme difficulty of getting it. Thus we talk of a golden age as an era of the past or of the ultimate future, which is in either case remote from our own immediate present; and we apply the phrase 'golden opportunity' to those rare accommodations of circumstance to enterprise which we occasionally recognise in the path of others

but seldom, if ever, detect in our own.

NEW CHAPTER

Now I wish to suggest to the masters, mistresses and girls, and boys of this School, on the threshold of this new chapter in its history, that all opportunity is golden and that, given sound teaching and zealous learning, every man and woman can with the aid of philosophy and religion make a golden age of their own life. It will of course be a hard and unending process, for the gold can only be extracted from our human experience by constant digging, picking, crushing and stamping, by the elimination of much useless overburden and by refining the dross of selfishness out of our personal composition and assay. And now having preached you this little sermon on the 'Message of the Golden Key' (which, in epitome, is that the function of a school is to train up men and women to win the 'gold' out of life) I must touch for a moment on what Mr. Sayer has said about a new home for Queen's College. I said at their Prize-giving that a new building must be relegated to the category of castles in the air. Mr. Sayer was keenly disappointed. So, ladies and gentlemen, was I. But honesty compels me to confess that I still cannot predict the date or even the year in which it will be possible for us, from a budgetary flying-boat, to grapple the vision beautiful, bring it down to earth and materialise it. Mr. Taylor still has to keep the economic typhoon signals hoisted at the Colonial Treasury and until they come down we, alas, cannot go up. (Laughter). And now to revert once more to this beautiful golden key, that the architect has so kindly given me. It has been used for an inspiring opening ceremony and I will now apply it to a comforting act of closure, in the knowledge that all golden qualities Silence stands nearest to Mercy. (Applause).

HEARTY CHEERING

Hearty cheers were given for His Excellency and for the School after which the School joined together in the singing of the National Anthem.

After this, the Headmaster declared the formal proceedings closed and the School was then thrown open for inspection.

At the conclusion of the inspection, the School Staff were presented to His Excellency immediately prior to his departure.

GOLD KEY

The gold key, with which His Excellency opened the main door, bore following inscriptions:—

On one side: School Crest and Badge.

On the other side: "With this key His Excellency the Governor, Sir Andrew Caldecott, Kt., C.M.G., C.B.E., opened the new Central British School, Kowloon, Sept. 14th, 1936."

DEVELOPMENT OF WHAMPOA

Proposed Scheme Discussed

Whampoa, Sept. 13. Marshal Chiang Kai-shek in his headquarters here had a lengthy discussion with Mr. Chang Chiungau, Minister of Railways, Mr. Li Lu-chau, Managing-Director of the Chinese section of the Canton-Kowloon Railway, Mr. Ling Hsiung-fan, Managing-Director of the Canton-Hankow Railway, Mr. Wang Yin-kang, Assistant Managing-Director of the Canton-Hankow Railway, and Mr. Li Sin-kan, Manager of the southern section of the Canton-Hankow Railway, and Mayor Tsang-pu regarding the proposed scheme of Whampoa development.

Marshal Chiang, it is said, had wired to Mr. T.V. Soong, Chairman of the National Economic Commission, and Dr. H.H. Kung, Minister of Finance, suggesting that a sum of \$20,000,000 is to be devoted to the development of Whampoa into a sea-port and a naval base, if possible.

Mayor Tsang has been entrusted with carrying out the scheme but he is of the opinion that it would be much more efficient if the work be looked after by a special committee. (Da-Dao News Service).

H. K. POLICE RESERVES

Orders by the Hon. Mr. T. H. King, Inspector General of Police.

CHINESE COMPANY

Strength.—The following members of the Chinese Company have been permitted to resign from the Chinese Company, as from 28th July, 1936:—

Constables R74 Lai Mee Kan, and R88 Li Hoi Chuen.

Constable R12 Fan Hau In has been struck off the strength of the Chinese Company as from 28th July, 1936.

Drill: Parade.—A Drill Parade will take place at No. 2 Police Station, on Wednesday, September 23rd at 17.30 hours under Sub-Inspector Hant. All men, except recruits should attend. Dress—Muff.

INDIAN COMPANY

Strength.—Constable R201 Shelch Ismail Bux has been taken on the strength of the Indian Company, as from 8th September, 1936.

Training Course—Part II.—The undermentioned members of the Indian Company will attend I. C. Road, Kowloon on Tuesday, September 15th at 17.30 hours for Part II of Training Course:—

Constables R216 Lal Khan, R225 Mohamed Ali, R226 Fazal Hah, and R297 Karim Khan.

FLYING SQUAD

Instructional Patrol.—The instructional patrol for members of the Flying Squad will take place on Friday, 25th September, 1936. Members will parade at Central Police Station at 17.15 hours. Dress—White Uniform, and Cap with White Cover.

EMERGENCY UNIT RESERVE

Training Course—Part III.—There will be a revolver course for Emergency Unit Reserve on Friday, September 18th at 17.15 hours at the Kennedy Road Range under Police Sergeant A210 Perkins. Those detailed by the O.C. will attend. Police Reserve Van will leave Queen's Pier at 17.15 hours.

C. CHAMPKIN,

D. S. P. (R)

Hong Kong, Monday, Sept. 14th.

FOREIGN FIRMS IN SWATOW

Japanese Influence Predominates

Swatow Sept. 13. According to statistics published by the Treasury of the Swatow Municipality, there are at present 16 British firms, 2 French firms, 10 American firms, 1 Dutch firm, 1 Korean firm, 75 Formosan firms and 8 Japanese firms, involving a total capital of approximately \$50,000,000 of which Japanese and Formosan take nearly two-thirds of the whole.

This supremacy of Japanese influence in the commercial and economical life of Swatow is greatly feared, and it is taken to mean that a definite forward move or economic invasion has begun.

Moreover, the Japanese have not lost sight of shipping. In China waters British firms such as Jardine Matheson, Ltd., and Butterfield and Swire, Ltd., together with the China Navigation Steamship Co., Ltd. have done almost all the business and with a view to successfully competing with the British and Chinese concerns, the Osaka Shosen Kaisha has reduced its freight charges and passenger fare by 50 per cent. However, it is understood that the other shipping companies have come together to consider what is to be done. (Da-Dao News Service).

CANTON-HANKOW RAILWAY THROUGH TRAIN

Canton, Sept. 7. Carrying more than 200 passengers and a large consignment of freight, the first south-bound through train on the Canton-Hankow Railway arrived here from Hsuehchaping, Wuchang, at 10.55 p.m. yesterday. Although the Chuchow-Shuechow section has only been recently completed, travel on the line was entirely comfortable; passengers did not feel any shakiness as might have been expected on a new route.

The train started from Wuchang on Friday at 11.30 p.m. and, therefore, completed the trip in less than 48 hours. The fares fixed are as follows: First Class \$36, Second Class \$24 and Third Class \$12. (Kuo-Min).

FAMOUS GERMAN GRAVEYARD

NUMEROUS FOREIGN VISITORS

Numerous foreigners annually visit the fine Rhine and town of Bonn, and many of these find their way to the "Old Cemetery," which is full of historical memories. Here are buried many people whose names are numbered among the great Germans of the past, and their graves are disposed around an ancient chapel. This chapel has a strange story, for once it stood on the other side of the Rhine, amidst the orchards and vineyards, where it was gradually sinking into decay, when, in 1847, the Historical Society of Bonn rescued it, transported it across the river, and set it up in its former late Roman glory in the cemetery.

In this graveyard are buried the remains of Charlotte von Schiller, wife of the poet, who died at Bonn on July the 8th, 1826. She rests here in the same grave with her eldest son, who died of the same disease of the lungs which finally killed his father. Not far from this double-grave is another, where since 1859 Ernst Moritz Arndt has lain at rest, when at the age of ninety he left his extraordinarily happy and extraordinary tragic life. Beside him rests his favourite son, drowned in the waters of that river of which Arndt wrote: "The Rhine is a German river, and not a German boundary." The visitor may read upon the headstone of this grave the words:—"I know in whom I believe."

ROBERT SCHUMANN

Quite near the resting-place of the Arndt father and son is that of the composer Robert Schumann, who died in the Endenich lunatic asylum near Bonn on July the 29th, 1856. The memorial above his body was carved by the master hand of Doudorf. Close to the cemetery wall is the grave of the historian Barthold Georg Niebuhr, who with Arndt contested the forcibly imposed rule of the French. The relief set up in his memory was carved at Rauch, at the special request of Frederick William IV of Prussia. August Wilhelm von Schlegel, the philosopher and Germanist, at whose feet thousands of Bonn students have sat, was buried in this cemetery on May the 15th, 1845.

Not far from his grave is that of the famous historian Friedrich Christian Dahlmann, one of the most influential teachers and one of the most striking personalities that ever graced the ancient university of Bonn. Here too lie the remains of the great surgeon, Busch, whose skill preserved the lives and health of many Germans and Frenchmen wounded in the war of 1870. The graves of Colonel Friedrich von Beneckendorff and of his son, Major Hans Friedrich von Beneckendorff call up the memory of the late President von Hindenburg, whose forebears united their arms with those of the Beneckendorffs, when the latter house had no male heirs. It is well that the cool airs of the Rhine blow over the grave of Karl Simrock, nearby, the Germanist who wandered in the footsteps of the Grimm brothers, and who was able to preserve much ancient folklore that might, but for his laborious work, have been lost for ever. It was Simrock who wrote the famous song:—

"To the Rhine, my son, go not to the Rhine,
"This word I would b'd you heed."

These are only a few of the famous people who are buried in this hallowed graveyard, but the visitor to Bonn's old cemetery will not lightly forget its historical atmosphere. (Transocean).

Y.M.C.A. MEETING

The Annual Meeting of the Members of the European Y.M.C.A. to elect the Committees and discuss the Winter Programme will be held in the West Lounge on Thursday, at 6.30 p.m. Mr. P. S. Cassidy, Acting President, will preside.

A CORRECTION

In reporting the Macao Racing in yesterday's issue Mr. G. H. Potts's Brown Bee, winner of the fourth race, was written as Eve. We regret the mistake.

NEW CONSIGNMENT OF

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SMART MAN!

he uses Anzora

A very smart idea! For a little Anzora used on the hair in the morning will keep it tidy until bedtime. And a neat appearance is an asset, socially or in business. There is no other hair fixative as good as Anzora—for more than thirty years it has been supreme. And it suits every head. Anzora Cream for greasy scalps, Anzora Viola for dry scalps and Anzora Brilliantine if you prefer glossiness.

ANZORA
MASTERS THE HAIR

From all Chemists, Hair-dressers and Stores
ANZORA PERFUMERY Co., Ltd., LONDON, N.W. 6 ENGLAND

NEW ADVERTISEMENTS

HONG KONG TELEPHONE COMPANY, LIMITED

NOTICE TO MARINERS

A submarine telephone cable is being laid in the cable reserve between Blake Pier and Star Ferry Wharf, Kowloon, on Thursday the 17th September, at 10 a.m. Masters are requested to steer clear of cable laying craft.

12th September, 1936.

4681

CHINA HOMEWARD CONFERENCE

Freight Tariff No. 17
Dated 15th February, 1936.

ADDENDUM No. 10

PART 2

AMENDMENT
(Effective forthwith)

Co. 1. Col 2.
NET

Page 42. Lard. Tins.
Cases or Casks. 56/6 62/6
Hong Kong, 15th September, 1936.

4683

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION

IN THE GOODS of EDITH LILIAN SUGDEN late of 124 Colchester Court Kensington in the County of Middlesex deceased.

NOTICE is hereby given that the Court has by virtue of the provisions of Section 58 of Ordinance No. 2 of 1897 made an order limiting the time for creditors and others to send in their claims against the above estate to 8th October, 1936.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

DEACONS,

Solicitors for the Executors,
1, Des Voeux Road Central,
Hong Kong.

4680

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION

IN THE GOODS of John Bryant late of 15 Ridgeway Gardens Redbridge Lane Ilford in the County of Essex formerly of Westborough School Road Charlton Kings near Cheltenham in the County of Gloucester, England, Retired Mariner, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an Order limiting the time for creditors and others to send in their claims against the above estate to the 12th day of October, 1936.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 14th day of September, 1936.

JOHNSON, STOKES & MASTER,
Solicitors for the Sole Executrix,
The Hong Kong & Shanghai Bank Building,
Des Voeux Road Central,
Victoria, Hong Kong.

4681

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONG KONG

In the matter of the Estate of CAROLINA MARIA PEREIRA, late of No. 25 Bowrington Road 1st floor, Victoria in the Colony of Hong Kong, Married Woman deceased.

NOTICE is hereby given that the Court has, by virtue of Sec. 58 of the Probates Ordinance, 1897, made an order limiting the time to the 10th day of October, 1936, for creditors & others to send in claims against the above estate to the undersigned.

Dated this 12th day of September, 1936.

(sd.) J. P. MURPHY,
Official Administrator.

4682

NOTICE

I have this day started the practice of an Architect, Surveyor and Engineer under the style or firm name of A. H. BASTO, at Prince's Building, Top Floor, Telephone No. 33539.

A. H. BASTO,
A.R.I.B.A., M.I. Struc. Eng.,
M.R. San. I.
11th September.

4674

NOTICE

THE HONG KONG REEL CLUB

The tenth Annual General Meeting of the Hong Kong Reel Club will take place at the Helena May Institute on Monday, 21st September at 5.15 p.m.

All members and prospective members are particularly requested to attend. The first practice of the season will commence immediately after the meeting and practices will be held on each successive Monday up to 23rd November.

T. P. SAUNDERSON,
Hon. Secretary.

4670

THE HONG KONG JOCKEY CLUB

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on Saturday, 26th September, 1936 (weather permitting) may be obtained at the Secretary's Office, Exchange Building; the Club House, Happy Valley; the Hong Kong Club; the Sports Club; and the Stables, Shan Kwong Road.

Entries close at 12 o'clock NOON on Thursday, 17th September, 1936.

By Order,

S. A. SLEAP,
Actg. Secretary.

4676

NETHERLANDS INDIAN SANDALWOOD

GOVERNMENT SALE BY TENDER at KOEPANG, TIMOR,

NETHERLANDS EAST INDIES,

on MONDAY,

November 30th, 1936,

at 10 a.m.

Of 700 (seven hundred) piculs of sandalwood in five lots of different qualities as per samples.

For particulars and opportunity to inspect samples please apply personally or by letter in duplicate to the Netherlands Consulate General, Hong Kong (Shell House, 6th Floor, Queen's Road, Central).

4645

DEATH

SANDERSON.—At the War Memorial Hospital on September 14, 1936, William Sanderson, aged 45, Engineer Superintendent of the Indo-China Steam Navigation Company. Funeral will pass the Monument, Happy Valley, this afternoon at 5 p.m.

Editorial and Business Office:
15-19, Queen's Road Central,
Tel. 30251.
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street
E.C. 4.

The Daily Press

HONG KONG, SEPTEMBER 15, 1936.

Controlling Prostitution

Grave concern is being expressed in certain circles at the continued unprevented practice of soliciting and prostitution in Hong Kong. The Churches, and the religious institutions working amongst sea-going men, have to compete with the seductions of the street girl and her touts. The matter has been brought before the notice of the Police Authorities on several occasions, but nothing more than is at present being done, which is obviously insufficient, can be attempted, since the Police have no authority to invade a house unless they know that more than one prostitute inhabits it.

While we seriously care for the moral and physical welfare of the girls as well as that of their clients, we would not urge a more rigorous application of the laws against the former, but would strongly represent the necessity of a complete reconsideration of the whole situation. The "maison toleree" was infinitely more worthy of British colonial administration than the existing conditions which allow poverty, disease, and vice to grow rampant together. Can nothing be done to cure this evil?

There is a large and intelligent part of the Christian community in the colony who think that the establishment of controlled houses is decidedly preferable to the present shameful state of affairs. Is this a case where legislation is made for a hypothetical minority of celibates? Is the service of the prostitute necessary or is it not?

TELEPHONES IN CHINA

Nine Provinces To Be Linked

Nanking, Sept. 14.

It is reported that the Central Government will soon be in a position to announce successful telephone communication between nine provinces, viz. Hunan, Hupeh, Honan, Chekiang, Fukien, Kiangsi, Kwangtung, Yunnan and Kweichow.

Chinese Evening Press.

CHIANG TO CONFER WITH MERCHANTS

Canton, Sept. 14.

Following the peaceful settlement of the Nanking-Kwangsi imbroglio, it is reported that Marshal Chiang Kai-shek invited Messrs. Lo Sut-po, Chin Shu-fan, Choy Chong and others to a conference on Friday last for the purpose of considering the best ways and means for improving the trade and commerce of the Kwangtung Province.

Chinese Evening Press.

COLONY HEALTH

One case of typhoid fever was reported to the local Health authorities during the week-end.

LI CHUNG JEN INTERVIEWED

Explains Terms Of Settlement

Nanning, Sept. 14.

The sudden settlement of the Kwangsi imbroglio is somewhat a miracle in the annals of Chinese politics, especially when the leading figures, Marshal Chiang Kai-shek, Generals Li Chung-jen and Pei Chung-hsi, whose unfriendliness towards each other had been known to be an incurable one, have pledged to set aside their grievances, for the time being at least, in favour of the work of national salvation.

This was as sensational as it was welcoming to the Chinese people and most of them are still in the dark as to the motive of the parties concerned. This, however, was clearly and carefully explained to a representative of the Da-Dao News Service by General Li Chung-jen in an interview at his headquarters.

The Da-Dao representative came straight to the point by asking on what terms were the differences peacefully settled. General Li said: "In the first place we demanded that the Central Government be to adopt our 'resist the Japanese to save the nation' proposal, that the nationals are at liberty to carry on the patriotic movement, that the freedom of speech is to be restored, and that all the northern forces now concentrated in Kwangtung are to be sent back to their original posts. All these terms the Central authorities are inclined to accept, and as far as we could ascertain, the public in Shanghai and Canton have more freedom than hitherto and the northern forces are gradually leaving Kwangtung. In view of these facts we are convinced that the Central Government have shown their sincerity in fulfilling the wishes of the whole nation."

NATIONAL DEFENCE

In reply to the question whether the Central Government were really in earnest making preparations for national defence, General Li stated that according to the three prominent envoys who came here some time ago, the Central authorities were sparing no efforts in tackling the problem. "At this moment when the situation in the northern part of the country is a tense one, the Central forces which were recently transported to the South will be re-transported to north of the Yellow River, ready for action," declared General Li. "In my opinion there is every cause for a war to break out this year and as to national defence it rests upon the deliberations of the Central authorities and the co-operation of the people."

With regard to the future of the Nineteenth Route Army, General Li confidently declared: "As it is a crack force to check the Japanese invasion, it is up to us to see to its well-being. Arrangements have just been completed to have the army stationed at the peninsula of Luichow (southern part of Kwangtung)."

The interview concluded with General Li's remark: "The Central Government have appointed me to be Commissioner of Pacification for Kwangsi and General Pei Chung-hsi, member of the standing committee of the War Council, and it is the earnest desire of the Central authorities that we should devote our attention and service of the tasks, which I may assure you, we are only too pleased to discharge."

Da-Dao News Service.

REHABILITATION OF KWANGSI

Delegates At Nanning

Shanghai, Sept. 14.

The rehabilitation programme of Kwangsi is expected to commence this week. General Cheng Chien, chief of general staff, and Huang Shao-shung, Governor of Chekiang, arrived yesterday at Nanning.

They will firstly attempt to carry out the reorganisation of the Kwangsi Army; secondly, try to persuade General Pei Chung-hsi to proceed to Canton; thirdly, attempt to persuade the Kwangsi troops in Southern Kwangtung and particularly at Pakhoi, to withdraw immediately; fourthly, officiate at the oath-taking ceremony to General Li Tsung-jen.

Reuter.

PAKHOI INCIDENT TENSION

Gunboats Watching Developments

Canton, September 14.

The Pakhoi incident is causing the Central Government considerable anxiety. Japanese gunboats and Chinese gunboats are now anchored off Pakhoi, and as both sides are watching developments, the tension is increasing.

Another dangerous and disturbing factor is the activity of the troops under General Yung Shao-woon of the Nineteenth Route Army, as it is not known for certain whether the Nineteenth Route Army will obey the orders of the Central Government or not. But Marshal Chiang Kai-shek is confident of an early solution of the present difficulty.

Generals Ching Chih and Wang Shao-hung departed from Nanning on the 13th instant, and Generals Yu Han-mow, Heung Hon-ping, Tsui King-long, and the Civil Governor Wang Mo-chung and others assembled at the Tin Ho Aerodrome to see them off.

It is reported that Generals Ching and Wang will return on or about the 17th instant after administering the oath of office to Generals Li Tsung-jen and Pei Chung-hsi.

Generals Ching Chih and Wang Shao-hung will take advantage of their few days' stay in Nanning to confer with Generals Li Tsung-jen, Pei Chung-hsi, Li Chai-sum and Tsai Ting-kai and others regarding military and rehabilitation affairs of Kwangsi Province.

DEPARTURE FOR NANKING

As to the date of departure of Generals Pei Chung-hsi and Li Chai-sum for Nanking, it is understood that a date will be fixed after the meeting with Generals Ching Chih and Wang Shao-hung. It is said that General Pei Chung-hsi will return to Canton with Generals Ching Chih and Wang Shao-hung on the 17th instant.

It is also reported that General Tang Shih-tseng will wait and return to Canton together with Generals Ching and Wang, although he decided to return by the aeroplane Northern Star some days ago.

Generals Ho Kin and Hung Sik-wei left for Hunan and Kiangsi by the Canton-Hankow Railway on the 13th instant after calling on Marshal Chiang Kai-shek, Civil Governor Wang Mo-chung and others to say good-bye.

Chinese Evening Post.

DELEGATES WELCOMED

Canton, Sept. 14.

Owing to heavy rains and the swamping of the aerodrome at Nanning, Generals Ching Chih and Wang Shao-hung landed at Mow Ming about 120 li from Nanning.

They were welcomed by Generals Li Tsung-jen, Pei Chung-hsi and others, and heartily shook hands, the military band enlivening the proceedings.

After a short rest at the Headquarters of the Commander of the local volunteers, they all left together for Nanning in motor cars.

All the way they were watched by local volunteers, who occupied the watch towers and other points of vantage amidst the awe-inspiring mountains of the route.

In the evening they were feasted by Generals Li Tsung-jen and Pei Chung-hsi and other military and civil officials of the Kwangsi Government.

It is also reported that the Nineteenth Route Army will be incorporated in the Kwangsi Army as the 5th Route Army and placed under the command of General Li Tsung-jen with General Tsai Ting-kai as second in command.

Chinese Evening Post.

SINO-JAPANESE RELATIONS

Conference Opens In Nanking

Shanghai, Sept. 14.

The long heralded formal conference for readjustment of Sino-Japanese relations will be opening this morning at Nanking between General Chang Chun and Mr. Kawagoe according to the Chinese press.

Although the Kiangsi and Pakhoi incidents are believed to have hurried the Japanese Ambassador's visit to Nanking, it is stated that the party will not be limited to the two incidents but will include general relations of the two countries, including Sino-Japanese economic plans in North China.

Reuter.

CHINA SCHOLARS IN LONDON

Includes Girl From Hong Kong

London, Sept. 14.

Nineteen indemnity scholars including a girl, Miss Lai Po-kan from Hong Kong University, have arrived in London.

Mr. H. T. Slocck, director of the China Institute, on behalf of the Universities China Committee, met them at Plymouth and accompanied them aboard the steamer to London where a deputation of former indemnity students greeted them, bringing a letter of welcome in Chinese with maps of London tube and bus routes for each newcomer.

Several receptions are arranged including one by Mrs. Pridmore Bruns, but the Universities China Committee's welcome has been delayed as most of the committee members have not yet returned to London.

The students will be comfortably lodged and old students will be assiduously looking after them till the beginning of the terms of the various universities.

Mr. Slocck, interviewed by Reuter, described the newcomers as a particularly attractive and promising lot. Excepting one student who will study aeronautical engineering, all will be allocated to the various English and Scottish Universities.

Reuter.

BREAK WITH RUSSIA?

Strong Denunciation By Hitler

ARCH ENEMY OF HUMANITY

Nuremberg, Sept. 14.

Reichsfuehrer Adolf Hitler is expected to make another important declaration to-morrow evening and there is much speculation as to its nature. One suggestion is that he will announce a breaking off of diplomatic relations with Russia on the ground that co-operation with a country whose principles are diametrically opposed to National Socialism cannot be advantageously continued.

Meanwhile, in Berlin, there have been official inspired demonstrations for the return of Germany's former colonies. They were held by the Reich Colonial League, under the aegis of the Ministry of Propaganda, in public squares throughout Berlin. Members of the former Colonial Army, in their picturesque uniforms, distributed leaflets containing Herr Hitler's demands for colonies, made at Nuremberg. They also contained an appeal to the public to join the Reich Colonial League and were addressed to all of German or kindred blood.

The demonstrations attracted large crowds, who were addressed by former colonial officers, who emphasised the vital importance of colonial possessions for the life of a great nation.

Reuter.

OLD ENEMY

Berlin, Sept. 13.

Another emphatic assertion of Germany's wish for peace was made by Herr Adolf Hitler in a speech before 100,000 Storm Troops and Black Guards at Nuremberg this morning.

"We have only one wish: that is to preserve peace as we have assured it in our own land."

"We have learned what war is and we would gladly stretch out our hands to the people around us. We will work with them; we have no hostility to them. But never will Germany go Bolshevik. That must be understood. We won't allow the result of our work, the industriousness of millions of men, to be destroyed by certain international, Bolshevik Jews."

"What we have to improve we know very well ourselves."

"In other countries, the masses have been incited to protest meetings against Fascism and National Socialism, and there have been meetings in support of Bolshevism and to supply Bolshevists with arms, money and men."

"I have not called any meetings but if I did there would be a meeting not of ten to thirty thousand undisciplined men, but millions and again millions would lift their hands against our old enemy, the arch enemy of humanity," he warned.

Reuter.

OPIUM SMOKING AND GAMBLING

Society To Assist In Suppression

Canton, Sept. 14.

Ever since the promulgation of the Government's notification prohibiting opium-smoking and gambling throughout the Kwangtung Province, all classes of society in the city are uniting and organising a society to be called the Kwangtung Opium-Smoking and Gambling Suppression Propaganda Association, to support the Government in the task of suppressing these two evils.

Two meetings of the promoters have already been held, and the third meeting is fixed to take place in the hall of the City Tang-pu to-day.

Besides considering propaganda methods, it is reported that the advisability of holding a lantern procession will also be discussed.

Chinese Evening Press.

HOTELS COMPLAIN

Canton, Sept. 14.

It is rumoured that the hotels and restaurants guild has petitioned the Government complaining against the loss of business due to the suppression of gambling, and all games such as Ma Jongg, etc.

Although it is a fact that business of hotels and restaurants has suffered through the suppression of Ma Jongg, it has been ascertained from enquiries made that the said guild has not yet petitioned the Government for a relaxation of the laws affecting Ma Jongg.

Chinese Evening Press.

PAKHOI STUDENT DEMONSTRATION

Pakhoi, Sept. 14.

The students in Pakhoi are greatly infuriated with the attempt of the Japanese gunboat, Saga, to land a party of marines and with the report that squadrons of Japanese men-of-war are steaming south with Pakhoi as their destination. A number consisting of no less than two thousand students staged a lively demonstration against Japanese high-handedness. A deputation was sent to interview the garrison commander, Major-General Oong Chau-huan, requesting him to stand firm, and assuring him of their support.

Da-Dao News Service.

INVASION TO BE RESISTED

Canton, Sept. 14.

A message from Pakhoi states that Major-General Oong Chau-huan, the garrison commander there, has issued a manifesto to the effect that the Japanese Government, instead of attempting to settle the Nakano incident through diplomatic channels, is trying to intensify the situation by the threat of sending along several warships. "I am determined," the manifesto goes on to say, "to defend this place, and should the Japanese dare to invade, my comrades and I will surely resist them with the spirit of our defence of Woosung and Shanghai."

Da-Dao News Service.

DUTCHMEN MISSING FROM SHIP

Two Dutchmen were reported missing from their ship, the S.S. Tgbadka, early yesterday morning.

Their names are W.C.F. Entus and H. Rendies. Entus is the fourth officer of the boat. A message from Canton stated that both men have been located.

Reuter.

POPE ADDRESSES SPANISH REFUGEES

SUBVERSIVE DOCTRINES DENOUNCED

Offences On Christian Life And Dignity

Castle Gandolfo, Sept. 14.
Sternly denouncing subversive doctrines, the Pope addressing 500 Spanish refugees in the course of a speech broadcast in Italy and other countries, referred to the Satanic preparations behind the Spanish civil war.

The flame of hatred and persecution relighted in Spain, which was directed against the Catholic Church, His Holiness declared "as the one real obstacle in the way of those subversive forces evident in Russia, China, Mexico and South America."

Continuing, the Pope said: "We must beware, particularly such fratricidal carnage, so many offences on Christian life and dignity, such ruining of the most sacred and the most precious heritage of noble people."

"The happenings in Spain proclaim the extent to which the very foundations of all culture and civilisation is menaced."

The insidiousness wherewith these subversive forces were seeking common ground with Catholics was extremely dangerous and designed to deceive the world in favour of an unchanging programme of hate. He would pray for the persecutors of the Church in Spain to be reunited with the Church when peace returned.

PORTUGAL DRIFTING APART

Following Destinies Of Big Dictators

Paris, Sept. 14.
The suggestion that Portugal "is daily withdrawing further from her British alliance in order to follow the destinies of Europe's two big dictators," was put forward by Madame Tabouis, well-informed foreign affairs writer in L'Ouvre, semi-official daily.

She suggests the Portuguese Cabinet is deliberately working for the success of the insurgents in Spain.

She asserts the insurgents have a headquarters in a Lisbon hotel, with a direct telephone line to the Second Division at Seville; and a courier service with North Spain enabling the Catholic leader, Senor Gil Robles, to make daily contacts with the insurgent troops.

REFUGEE RIOTING AT GIBRALTAR

Gibraltar, Sept. 13.
Police used their truncheons and several persons were injured in a demonstration by a number of British subjects who have left their homes in Spain and who have been incensed by the British Government's decision to close the refugee camp. They have been quartered in the camp since their arrival here.

The demonstrators were going to Government House when police descended upon them and arrested the leaders.

A number of the demonstrators thereupon tried to rush the police station and a fight developed. Further trouble is feared.

IRISH BRIGADE FOR SPAIN

General O'Duffy's Announcement

Dublin, Sept. 13.
Some 2,000 Irishmen will soon be fighting in Spain against Communism, states General O'Duffy, President of the United Ireland Party and chief of the Blue Shirt organisation.

These men will form a distinctive part of the Spanish Foreign Legion and are travelling to Spain at a date yet to be disclosed, dressed in mufti and unarmed. It is thought that by this means they are avoiding breaking the non-intervention pact to which Britain has signified her intention of adhering.

Already two advance liaison officers have reached General Francisco Franco's headquarters at Caceres.

REJOICING AT BURGOS

Capture Of San Sebastian

Burgos, Sept. 14.
Great rejoicing was seen in the city when the news was received that the insurgents had captured San Sebastian.

The insurgent commander at Burgos addressing a cheering crowd, stated: "Victory is ours and it will not be long when we will have back what is rightfully ours."

Church bells were rung throughout the day while a procession paraded through the streets.

Flight to Bilbao

Hendaye, Sept. 13.
San Sebastian has been in the hands of the Nationalists since early Sunday, when at 3 a.m. advance patrols entered the town from all sides without encountering any resistance. The rear guard of the Red Militia had followed the main body of troops to Bilbao, which town is now being fortified.

Some detachments "managed" to flee to France at the last moment by cutting off from the others and taking to boats.

Despite the precautionary measures of the Basque Police, the Red Anarchists managed to set fire to some buildings. The Red Government of San Sebastian, before leaving the town, blew up the telephone exchange, the Radio Station and the Telegraph Office, as well as an underground street tunnel which is important for traffic.

The position in Bilbao, where food shortage is also making itself felt, has not improved with the arrival of 10,000 refugees from San Sebastian.

There are now 3,200 prisoners in the hands of the Reds as hostages, and the 650 transported from San Sebastian are to be added, and the Reds hope to be able to exert considerable pressure on General Mola with the lives of these hostages in their hands.

BESIEGED WOMEN AND CHILDREN

Chilean Ambassador's Rescue Mission

Madrid, Sept. 13.
The Chilean Ambassador, who is at present the Doyen of the Diplomatic Corps in Spain's capital, has left for Toledo in an effort to save the lives of the women and children in the Alcazar there, to whom the Embassies are prepared to give shelter.

Señor Largo Caballero has promised the Ambassador all facilities on his mission.

SPANISH MOROCCO FOR GERMANY

Suggestion Ridiculed In Berlin

Berlin, Sept. 13.
The German News Agency characterizes as a piece of impudence and pure invention the publication in the French paper "Republique" of the statement allegedly made in official circles of the Spanish republican Delegation.

According to this statement, the insurgent Government at Burgos has concluded an Agreement with Germany, whereby Germany will return for money put at the disposal of the Burgos Government, after the complete



"The happenings in Spain proclaim the extent to which the very foundations of all culture and civilisation is menaced," says the Pope in denouncing the events in Spain.

CONFLICT IN PALESTINE

Nuri Pasha's Views

(Hong Kong Daily Press Special)
Istanbul, Sept. 14.

The Iraq Minister of Foreign Affairs, General Nuri (Nuri Pasha) informed Turkish pressmen that the treaty of non-aggression and friendship between Turkey, Iraq and Afghanistan, which was drafted at the Turkish Government's instigation, was now ready for signature.

Referring to the events in Palestine, Nuri Pasha said that he was confident in the possibility of finding a peaceful solution for the conflict there, but stressed that no Arab either within or without the frontiers of Palestine would ever consent to that country being transformed into a purely Jewish state.

Transocean News Service.

NEW PALESTINE COMMANDER

Jerusalem, Sept. 13.
Lieut. General J. G. Dill, newly-appointed commander-in-chief in Palestine, arrived at Haifa this morning aboard a destroyer and reached Jerusalem at night aboard an aeroplane.

Reuter.

HEAVY DEATH ROLL IN AVALANCHE

Oslo, Sept. 13.
Messages from Bergen state that at least fifty are dead and sixty injured, many of them seriously, as a result of an avalanche in the Nord Fjord district which practically destroyed two small villages.

Doctors, nurses and medical supplies have been rushed to the spot by aeroplane from Bergen.

The death toll in the avalanche in the Nord Fjord area is now given as seventy-four. Thirty of the victims were children.

Reuter.

MR. EDEN FOR GENEVA

London, Sept. 14.
The Foreign Secretary, Mr. Anthony Eden, who is making good recovery from his recent illness, hopes to be in Geneva on Monday next to lead the British delegation attending the League meetings. In his absence at the opening of the meeting of the League Council, Lord Cranbourne, Under-Secretary, will represent Britain.

British Wireless.

FRENCH PROFESSORS TO TOUR

(Hong Kong Daily Press Special)
Paris, Sept. 14.
The French travel association Voyages Universitaires de Documentation has arranged a trip for 70 French professors, who are to visit the most important towns in Central Europe, and especially those of Germany. The French guests will be under the leadership of Professor Eisenmenger of Paris, and they intend to make a great feature of their stay at Munich and Nuremberg.

Transocean News Service.

success of the latter will be given Spanish Morocco.

Transocean News Service.

FRENCH POLICY IN MOROCCO

Hampering General Franco

ALLEGATIONS BY CORRESPONDENT

(Hong Kong Daily Press Special)
Paris, Sept. 14.

It is the policy of the French Government, to create difficulties in the Spanish part of Morocco for General Franco, via French Morocco, according to the special correspondent of the "Echo de Paris" in Casablanca.

The correspondent continues to stress that, although the release by the French authorities of the well-known chieftain Abdel Krim from his island of banishment, Reunion, has not yet taken place, and reports to the contrary are premature, the authorities have actually allowed all other tribal chiefs who fought with Abdel Krim to leave their places of retirement assigned to them after their capitulation.

It is evident, the correspondent says, that the aim of these actions was to cause trouble for General Franco, since the released tribal chiefs immediately started their propagandist activities against the Spanish.

It is stressed furthermore that the frontier restrictions which were made very much more severe, have already had the effect of intensifying the antagonism of the Moroccans against Spain.

Transocean News Service.

SILVER MARKET

(From Our Own Correspondent)
London, Sept. 14.

London silver prices to-day were unchanged as follows:

Sept. 12 Sept. 14
Spot 19-7/16 19-7/16
Forward 19-7/16 19-7/16

Transocean News Service.

PARIS OPERA FIRE

(Hong Kong Daily Press Special)
The famous Paris Opera suffered considerable damage through a fire which broke out on Sunday night and destroyed a considerable amount of damage through a fire which broke out on Sunday night and destroyed a considerable part of the rooms above the stage.

The conflagration was discovered shortly after midnight by the fire patrol, but the blaze had already assumed formidable size, and no fewer than 14 fire detachments had to be summoned before the flames could be conquered. A tremendous crowd of theatregoers and other sightseers thronged the Place de l'Opera.

The damage to the building is believed to exceed one million francs.

Transocean News Service.

LITTLE ENTENTE CONFERENCE

Bratislava, Sept. 13.
The formal conference of the Permanent Advisory Council of the Little Entente, comprising the three respective Foreign Ministers, was opened here on Sunday.

Of greater significance than the preliminary conversation held on Saturday between President Dr. Benes and the three Foreign Ministers, concerning which the semi-official press states that full agreement was being reached in all matters of central European politics. It was also unanimously decided that in addition to the three Foreign Ministers, in future the three respective heads of the States concerned, Czechoslovakia, Rumania and Yugoslavia, should meet at regular intervals, in order to ensure that the policy of the Little Entente should not be affected by any change of Foreign Minister.

The first of these meetings will occur on October 27, when King Carol will visit Dr. Benes in Prague. To celebrate this occasion, new stamps, exactly identical, except for the currency, will be issued in all three countries.

Transocean News Service.

U.S. AIRMEN LEAVE HOMEWARDS

London, Sept. 14.
The American airmen Harry Richman and Dick Merrill took off from Southport Sands at 3.04 a.m. to-day on their return flight to America in their aeroplane Lady Peace.

British Wireless.

TEXTILE STRIKE IN LILLE

Settlement Efforts By Premier

ULTIMATUM TO EMPLOYERS

(Hong Kong Daily Press Special)
Paris, Sept. 14.

Premier Blum's efforts to bring about a peaceful solution of the conflict in the textile industry in Lille have hitherto been unsuccessful, although the Premier spent the whole Sunday on the spot negotiating with the parties concerned. An ultimatum has now been presented by the Premier to the employers which requires the latter to accept the following conditions:

- 1: they must admit in principle increased wages;
- 2: they must sign a collective agreement with the wage earners;
- 3: work must be resumed 24 hours after the settlement has been reached.

Whereas the workers' delegates declared themselves ready to accept beforehand the Government's decision, the employers decided not to reply to the Premier's proposals till Monday afternoon. In the meanwhile they strongly protest against the illegal occupation of the factories by the workers.

Transocean News Service.

KING HOMEWARD BOUND

Vienna, Sept. 13.
King Edward left by special train at 8.35 p.m. to-day for Zurich, from where it is understood he will fly to England in his own plane to-morrow, arriving home late in the day.

The Austrian Foreign Minister and other high officials, in an enormous crowd of Viennese, gave the King a rousing ovation at the station.

Reuter.

SOVIET AIRMEN END LONG FLIGHT

Moscow Decorations

Moscow, Sept. 13.

The Soviet airman, Captain Levanevsky, known as "the Lindbergh of the U.S.S.R.," accompanied by his navigator, Levchenko, landed here this evening, at the conclusion of a 12,000-mile flight from Los Angeles. The fliers left the American city on August 5, and flew via Canada, Alaska and Siberia, studying the conditions in high altitudes.

The aviators received a great welcome.

"For their success in mastering the northern air route," Levanevsky was awarded the Order of the Red Banner and Levchenko the Order of Lenin. They received monetary prizes of 25,000 and 15,000 roubles respectively.

Reuter.

GERMAN CATAPULT SHIPS

(Hong Kong Daily Press Special)

Bremen, Sept. 14.
The German catapult ship Schwabenland, which was formerly stationed off Bathurst on the African side of the southern Atlantic, where it served as a base for the South American airmail service, has just been replaced by the new catapult ship Ostmark, and is now undergoing a thorough overhaul here. In the latter part of September the ship is expected to put to sea again, to be used as a base for the first catapult service trials for the northern Atlantic.

For this service another new catapult ship is now being constructed at Kiel.

Transocean News Service.

CONCERT TOUR OF GERMANY

(Hong Kong Daily Press Special)

London, Sept. 14.
The London Philharmonic Orchestra has accepted an invitation to undertake a concert tour of Germany in November. Under the direction of Sir Thomas Beecham, the orchestra will give concerts at Berlin, Dresden, Leipzig, Munich, Frankfurt, Ludwigshafen and Cologne.

Transocean News Service.

AMAZING STORY AT OLD BAILEY

Hired By Foreign Power To Kill The King

McMAHON'S STATEMENT DISCREDITED

TWELVE MONTHS' HARD LABOUR

London, September 14.
The trial opened to-day at the Old Bailey, London, on George Andrew McMahon who was arrested on July 16 after a revolver alleged to have been loaded in four chambers fell near the King's horse on Constitution Hill. He has since been remanded in custody.

The three charges upon which McMahon was committed for trial are, firstly, unlawfully possessing a firearm and ammunition with intent to endanger life; secondly, presenting near the person of the King a pistol with intent to break the peace; thirdly, unlawfully and wilfully producing near the person of the King the said pistol with intent to alarm His Majesty. The prisoner pleaded not guilty.

The Attorney General, Sir Donald Somervell, K.C., is leading for prosecution and Mr. St. John Hutchinson, K.C., for the defence.

Verdicts of not guilty on first two counts of the indictment were returned at the direction of the Judge. The trial on the third count is proceeding.

British Wireless.

LADY TESTIFIES

London, Sept. 14.
Events in Hyde Park on July 18 were reconstructed in the course of evidence at the Old Bailey which was crowded at the opening of the McMahon trial.

Mrs. Lily Yeoman of Leytonstone, testified that she was near the edge of the roadway when she heard McMahon conversing with a police officer, after which the procession appeared.

"I saw the King had stopped saluting and was staring in McMahon's direction," she said. "When I looked back again McMahon had an arm raised and an object left his hand and hit the horse."

Cross-examined, Mrs. Yeoman agreed that if McMahon wished he could easily have fired. Witness said that McMahon bent down and threw the revolver underhand.

KNOCKED HIS HAND

Mr. Anthony Dick, Special Constable, described how he saw the prisoner's hand in the air and just managed to knock his arm. He then got hold of him and he did not know whether the object had left his hand when he knocked it.

Police Constable Mayne gave a dramatic account of the events from the time the procession appeared in sight until the King reached the material.

"I happened to glance to the left and saw the prisoner rushing into the roadway, apparently making towards the King," said witness. "I rushed forward and grabbed him with both arms and saw a shining object fall under the forelegs of the King's horse."

Robert Churchill, gun expert, identified the revolver, and declared that it was an easy matter to discharge five shots in two seconds. There was no evidence that it had ever been fired at all.

Reuter.

SECRET SERVICE

London, Sept. 14.
Secret service men are expected to be called to testify in the McMahon case which opened at the Old Bailey to-day on a threefold charge of unlawful possession of a firearm with intent to endanger life, presenting a pistol near the King, with intent to break the peace, unlawfully producing said pistol with intent to alarm His Majesty.

The Attorney General in opening the case argued that the charges were well-founded on previous evidence. He asserted that as regards the third charge it was unnecessary to inquire what was in the prisoner's mind or whether in fact the King was alarmed.

The judge withheld decision thereon until he had heard the evidence.

Reuter's Bulletin Service.

AMAZING EVIDENCE

London, Sept. 14.
McMahon's amazing evidence that agents of a foreign power had paid him to kill the King electrified the gathering at the Old Bailey.

McMahon spoke quietly and unemotionally. He said the reason why he carried a revolver was that he was afraid because he was playing a dangerous game in ob-

taining money from one power and passing the information on to the British Government.

McMahon wrote on a piece of paper which was handed to the jury, judge and Attorney General the name of the person in a foreign embassy to whom he was introduced.

These agents directly suggested that the King should be attacked during the trooping of the Colour for which McMahon would have received £150.

Arrangements were made for nine others to accompany him so he could escape.

He told the War Office of the plot. The agents said that if the plot failed the King would be shot in France.

DIFFERENT STORIES

Mr. Hutchinson asked the jury not to assume the attitude that McMahon's conviction was necessary for the safety of the King because the King's safety lay in the affection of his subjects.

The Attorney General, addressing the jury, asked the jury to disregard the main features of McMahon's story.

At the trial he had given a wholly different story from the one given in the Police Court. A man who treated the oath in such a way was a wholly unreliable person and no credence could be placed on anything he says.

The authorities had inquired into the information McMahon gave concerning the plot against the King in April and were satisfied there was nothing in the story.

The judge began summing up at 4 p.m.

The jury found McMahon guilty. He was sentenced to twelve months' hard labour.

Reuter.

PEACE OF BRITAIN AND EMPIRE

Air Minister's Speech

London, Sept. 14.

Lord Swinton, Air Minister, in a speech in Cumberland said that what gave Britain preeminence among the nations to-day was that her people had stood together in difficult times and had had no resort to dictatorship of the right or of the left.

Referring to defence policy, he said they would go forward without panic, but with the firm determination to do whatever was necessary to ensure the peace of Britain and of the Empire. To make sure of that it was necessary to have a force of peace in the world. Britain and the Empire—the greatest bulwark of peace—should be strong enough to make it not worth while for anyone in a moment of wickedness or madness to take the risk of war.

British Wireless.

DUKE AND DUCHESS OF KENT

London, Sept. 14.

The Duke and Duchess of Kent have concluded their holiday in Yugoslavia and arrived in Munich yesterday by road where for next few days they will be guests of Count Topping-Jettenbach, whose wife is a sister of the Duchess.

The Duke and Duchess are expected to return to London this week.

British Wireless.

HAS NEW WORLD HEAVYWEIGHTER BEEN FOUND?

AMERICA HAILS "WHITE HOPE" CAREER OF PHIL BRUBAKER FROM PULPIT TO PUNCHES

Phil Brubaker was born to fight to beat the devil.

In boyhood and early youth, the 21-year-old heavyweight, who looms as a leading white hope after his knockout of Fred Lenhart and victory over King Levinsky, figured his fight was along theological lines. He planned to study for the ministry.

A few months ago, he turned his thoughts seriously to boxing—and from being just "one of the hicks from the sticks" he has risen to where San Francisco ring fans see a world champion in the domineering boxer.

With four world champions from California, all developed in San Francisco rings, fans hereabouts know something about spotting a lad with what it takes.

Steadily and coolly, Brubaker has come along in his various starts. He wasn't kept on a "push-over" diet. Fred Lenhart, Tacoma veteran who rates with Charley Retsch, was brought in to see what Brubaker could do against cagey competition. Four punches sent Lenhart out by the count for the first time in his career, just 68 seconds after the opening bell.

His latest opponent was King Levinsky, certainly not a dish to set before a peagreen—unless the peagreen has what it takes. His 10-round decision over the Kingfish, with Levinsky on the floor twice, and both fighting all the way, has moved Brubaker to the top flight, and definitely to be considered an opponent for Braddock, though he's so new in the game that his name doesn't appear in the record book.

Fighting is just a means toward an end with Brubaker—to make money, win a title, then devote himself to Y. M. C. A. work, or assist in religious work while being a business man.

Born on a Dinuba, Calif., ranch, Phil's ambition was to follow two older brothers as football stars at Dinuba high school. An injury blocked this, so, for an outlet, the lad turned to track and basketball. He did a little amateur boxing, but his basketball prowess, plus his interest in theology, won him a tuition scholarship in College of the Pacific at Stockton.

No matter how much he may hunger for knowledge, yet greater was his hunger for fighting.

Under the guidance of Manager Billy Hunnefeld, Brubaker battled in the smaller rings, developing a kayo punch and ability to handle himself. Broken hands bothered him, but surgical skill seems to have cleared up this one weak point in his equipment. The class of boys he met was getting better; it required more training. So study for the ministry was suspended while the fight game was taken more seriously. He became a "star."

"COBRA-LIKE"

"He possesses freedom of movement as a result, with amazing speed of arms and legs, and ability to hit out, cobra-like," says an American writer in the "Manila Bulletin."

"Both fists are effective weapons, his short right being lethal. And the lad has gotten off the canvas after taking a hard wallop, to fight his way to a triumph."

His coolness is remarkable in an inexperienced fighter. His defense will carry him a long way, but he's coming in brawler, rather than a dance-away. The Brubaker brain is completely equipped with all the appurtenances for swift, lucid thinking, and his heart is a fighter's type, too.

RING-TEXT

Brubaker's ring code doesn't include turning the other cheek when someone smites him. His coordination indicates his left and

PROBLEM OF GROUND SOLVED

St. Andrew's To
Share With C.B.A.

NEW CLUBHOUSE PROPOSED

According to a new arrangement made recently, the Central British Association and St. Andrew's Club will share the use of the C.B.A. ground at King's Park. It is stated that a new Clubhouse is planned.

It is understood that the C.B.A. will have the use of the ground, which in the past has been shared by the Central British School, on Monday, Wednesday and Friday with St. Andrew's and C.B.A. having priority of alternate Saturdays.

This will mean that St. Andrew's have solved their ground problem which so acute last season. They were only able to fulfill four games in the Mamak Hockey League last year, and to withdraw from the tournament for the first time in the Club's history.

Last season, the Central British Association annexed the "B" Division of the Mamak Hockey Championship.

The ground at King's Park this year will therefore not only be the venue of home games of the men's hockey teams of St. Andrew's and the C.B.A., but also the home ground for the women's section, both of which will compete in the Caer Clark Cup Competition.

INTERPORT BOWLS

Shanghai, Sept. 14.
In the third and last game of the Interport series, Hong Kong gained a victory over Shanghai by 20 shots to 13.

The Hong Kong team comprised P. E. Knight, F. V. V. Ribeiro, A. Hyde-Lay and H. A. Alves (skip).—*Reuter.*

SWIMMING HEATS

In connection with the annual swimming Championships of the Colony which start to-day, heats for the 200 yards free style open relay were held at the V.R.C. bath yesterday evening.

The first heat was won by V.R.C. (W. Lawrence, L. Roza, Pereira, L. A. Remedios, and A. A. da Roza) with the South China A.A. (Wong Chi Hong, Kwok Hon Ming, Yip Hon Chun and Norman Lee) second.

In the second heat, the University team (H. L. Ozorio, E. L. Gosano, Lau Po-hel and Chung Wing Ngok) came first. The Army (Lt. A. J. Lewis, Lt. R. A. Barron, Cpl. R. McCarthy and Rfm. Hamilton) were second.

Fight hands aren't keeping their doings secret from each other.

But in planning his future, he looks to a conclusion of his ring wars according to Timothy (good fighting name, too) 4:7, which says: "I have fought the good fight, I have finished my course, I have kept the faith."

INTERPORT BASEBALL

Colony Meet Filipinos
On Thursday

(BY "BLEACHER")

Although two post-season baseball games were scheduled to be played this week, local fans will be disappointed to learn that there will only be one match between Hong Kong and the Filipino visitors.

Owing to the fact that the players of Pul Ching Academy, Canton, must remain in school during mid-week it is impossible for them to come to Hong Kong to play.

However, a strong team selected from among the best players of local clubs, will meet the Calamba Sugar Estate team on Thursday at 5.15 p.m.

The Colony side, which will be captained by Hearther, will be selected from the following players: Jones (Mindanao), Miki (Japan), Bowen (Volunteers), Yasuda (Japanese), Allen (Americans), Moore (Mindanao), Arcull (Eastern), Bacca (Mindanao), Horton (Mindanao), Takeda (Japanese), Barros (Americans), Stapan (Mindanao), White (Mindanao), Mulr (Canadians), Smedley (Americans), and David Leonard (Volunteers).

GERMAN VICTORY IN MOTOR RACE

Monza, Sept. 13.

The last of Europe's "Grand Prix" motor races proved yet another victory for Germany and another leaf in the laurels of the extraordinary successful young race driver Rosemeyer, who drives an Auto Union. On the 503 kilometres long course of Monza he drove his car in an exciting race in 3 hrs. 43 mins and 25 secs for the whole stretch.

The well-known Italian driver Nuvolari passed the winning post on an Alfa Romeo 2 mins 5.6 secs later, while the third place was taken by another German driver, young Ernst von Delfus.—*Transocean News Service.*

WORLD SERIES

New York, Sept. 13.

It was announced to-day that the World Series games for the title of the baseball root for 1936 will start at 1.30 p.m. on September 30 on the ground of which ever team wins the National League pennant.

The second, sixth and seventh games will also be played on that ground and the third, fourth and fifth on the Yankee Stadium, the Yankees having already won the American League championship.

The present National League standings, before to-day's games were completed, gave New York the lead with .601, and St. Louis was a weakening second with .576. Chicago had .564 and very little chance of catching up the leaders. The Giants are hot favorites.

If the Giants win the pennant, it will bring two New York teams to the World Series and the seven games will be played on consecutive days, otherwise there will be a day's interval between each change of venue.

The broadcasting rights have again been purchased by the Ford Motor Company for \$100,000.—*Reuter.*

H.K. REFEREES MEET

Chairman Appeals
For Co-operation

COMING SEASON DISCUSSED

Full co-operation and the whole-hearted support of members to the association were stressed by Mr. T. G. Stokes, chairman of the Hong Kong Referees' Association in presiding at a meeting of this body held yesterday in the room of the Hong Kong Football Association, when he welcomed new members.

Mr. Stokes expressed the opinion that if this co-operation was forthcoming this season, it would see the Referees' Association become one of the finest organizations of its description in the whole of the Far East. This was the object that they had to strive for.

Supporting Mr. Stokes in the chair, was Mr. D. Kossick (Hon. Secretary) and there was a good attendance present.

It was intimated by the chairman that most of the clubs in the league had written stating their willingness to co-operate with the Referees' Association regarding the question of allowing members of this body in without charge, to witness matches, whether in an official capacity or not. All that was required was an affiliation card to be shown by the referees in question at the gate.

Mr. Stokes said that the Football Association was attempting to tighten up matters between the two associations with regard to the early return of official result cards from referees. In future no payment would be made to those officiating at matches until the cards were returned, and specially printed forms had been made for this purpose.

Captains of teams will have to fill in specially prepared forms and these must be handed to the referees before the commencement of games, such as was the practice last season. Referees had to endeavour to ascertain goal scorers, but this point was not imperative. The goal scorers were not required for any official purpose, but since a great number of referees in the past season had gone out of their way to affix the goal scorers in a match, a specially printed form was available for this purpose.

Objections were raised on this point and it was pointed out that, it would be difficult for an English referee to find out the names of scorers in a game between two Chinese eleven.

It was revealed by the Hon. Secretary that there were 43 members of the Referees' Association last year, which represented 83 per cent. of all affiliated referees. The Welsh Association had now joined the Referees' Association in London, so that there was a slight change in the official badge, a stock of which had been received in Hong Kong.

Twenty-five affiliation cards from the Referees' Association at home had been received which entitled the possessor to facilities in any part of the globe in which the association was affiliated to the home association. A further supply would be obtained later.

The question of new quarters for the Referees' Association was brought up by a member who stated that 26 candidates had been successful in passing the Army Referee Board. If this amount joined the local association, the present space would be inadequate. It was suggested that a letter be written to Capt. Kimm, of the Army Educational Board, for permission to use the Army School Room, situated in Queen's Road, where ample accommodation was available.

Mr. Stokes said that the question would have to be gone into thoroughly before a decision was arrived at one way or the other. If the necessity arose for larger accommodation, he personally thought that the Sports Club could be approached for another room.

Club secretaries were invited to communicate with Mr. Kossick regarding friendly fixtures arranged for the week-end or week days. It was stated that the Referees' Association would be only pleased to arrange for a member to officiate at these "friendlies" without charge.

A hearty vote of thanks was extended to the Hon. Secretary for the work he had put in during the off season.

The meeting closed after a discussion of certain rules and amendments which had been circulated by the Hong Kong Football Association for the coming season.

NAVY AND AIR PERIL

Flag Officer's Experience In The War

Small Ships Mean Small Targets

In considering the matter of naval strategy and tactics it is necessary to bear in mind the purpose for which navies exist. The sole purpose of fleets is to preserve one's own communications and to destroy, or render inadequate, those of the enemy. The sea is the only medium that can convey stores and troops in sufficient quantities to be of use between countries separated from each other by water.

It takes the place of railways and motor transport on land, and, although the air is extremely valuable in other ways, it can never supplant ships as carriers of large quantities of goods and people across the oceans of the world. The great weight of fuel that must be carried in the thin medium of the air reduces the load of goods and people to such an extent that the radius of action is brought down to an impractical limit.

There is an important point which influences the naval strategy of, and types of, men-of-war required by different countries. (1) Some nations are self-supporting with regard to food and most raw materials. (2) Other countries can have their extra wants supplied by land services without having to rely on sea transport. (3) A few, like ourselves, have to rely altogether on ships for their existence.

Take the case of the first type of country. In the event of war breaking out, they can tell their merchant ships to remain in neutral harbours until an escort comes to bring them home. This escort need not be formed of a large number of men-of-war, but it does require that the escorting warships shall be of the strongest type of cruiser with the longest range gun allowed for them, so as to prevent raiders coming within range of the convey of ships that are being protected.

The second class can exist without men-of-war. If they have no overseas possessions.

SUFFICIENT LIGHT CRUISERS VITAL

For the last class of country, to which we belong, it is vital to have sufficient light cruisers to protect their merchant vessels from raiders in the open seas, and aircraft destroyers and other small craft to shield them from submarine attack when reaching focal points on their routes and when nearing or leaving their ports of call.

So the strategy of each class must be formed for their different requirements.

We will next consider the question of the protection of men-of-war from air attack, which is very much before the public at the present time. Some people exaggerate the danger and their opponents minimize it. It is between the opinions of these extremists that the truth lies.

If aircraft can be prevented from attacking from a low height, the chances of hitting are very much reduced, as anyone who has seen objects dropped from an aircraft over the earth can realize the difficulty of making direct hits. As there is no way of finding out what cross currents there are below the bombing plane this creates an insuperable difficulty, which has accounted for the very few bombs that reached their targets in the last war.

ANTI-AIRCRAFT MEASURES

Since that time, however, new types of anti-aircraft gun and other weapons (which, naturally, have to be kept secret) have come into being, which will oblige aircraft to fly much higher than of old over ships and other objectives which they mean to attack; and this, combined with the varying horizontal currents, will reduce the number of hits registered against ships by bombs to a small and perhaps negligible quantity. Added to which, the armoured decks of the larger type of ships that are "struck" will make the bombs explode before they penetrate, and the damage done will consequently be slight.

The difficulties of successful bombing were brought home to me when my temporary flagship in the Adriatic, a monitor, was bombed for over half an hour by seaplanes flying at a height of less than 1,000ft., and which succeeded in making only one hit, although we were steaming at a speed of only six knots an hour.

EXPERIMENTS SINCE THE WAR.
Experiments have been carried out on both sides of the Atlantic to find out the effect that bombs would have against the modern battleship, and the results have shown that the damage was slight compared with what it used to be. In the United States the battleship Washington was used as a target for 2,000lb. air bombs and 400lb. torpedoes. Three of the former and two of the latter exploded under water near the ship's bottom. The result produced was a slight list of five degrees, and, although no pumps were used to get rid of the water which had penetrated her, she remained afloat, and four days later was sunk by gunfire.

The attacking of surface vessels, with the exception of aircraft carriers, is best carried out by very low flying planes, carrying the largest size torpedo to be fired from behind a smoke screen dropped by high-flying machines a few minutes ahead of them.

This system was tried in manoeuvres about fifteen years ago, when a squadron of planes, carrying torpedoes with dummy heads, attacked a battle fleet in this manner, and, although the ships of the fleet steered in different directions as soon as the smoke screen was dropped, and the planes were ordered to fire their torpedoes before passing through the smoke screen, 41 per cent. of hits were registered, and the planes kept just high enough to be able to take bearings of the mast head of their target, and from these bearings they estimated her course and speed.

VULNERABLE AIRCRAFT CARRIERS.
Aircraft carriers, which have enormous flying-off decks, which cannot be covered with armour on account of the huge additional weight, and have very large bulges on and below the water line, are much less vulnerable to torpedo attack below water than to a bomb penetrating the unarmoured deck, which will destroy the flying-off deck, set fire to the petrol, destroy the planes on board, and probably set the whole ship on fire.

Although it is practically impossible to sink a well-armoured ship

CORONATION EMBLEMS

KING APPROVES
CROWN IN
DECORATIONS

The King has approved a recommendation of the Home Secretary, Sir John Simon, that the Crown alone or with other emblems, and the Royal Cypher, may be used in Coronation decorations. Emblems with which the Crown may be used are:

The united red and white roses.
The thistle.
The shamrock.
The harp.
The red Dragon on a green mount, and
The united rose, thistle and shamrock.

The only stipulation is that the Crown and Royal Cypher must not be associated with advertising.

by bombs or torpedoes, yet damage to a ship will reduce her speed considerably, and, if she is accompanied by others, will probably necessitate the reduction of speed of the whole squadron. The late war showed us that after the submarine, the air and the torpedo had come into their own. One day in the Adriatic two Austrian super-Dreadnoughts, with several destroyers to protect them, rashly went to sea.

This daring deed was reported by wireless to Italy, and Capt. Rizzo and Mid. Aonzo with two motor boats carrying torpedoes put to sea, attacked from ahead at full speed, and twice torpedoed the leading battleship, Szent Istvan, which shortly afterwards sank.

Since the coming of the aeroplane, the submarine, and the torpedo, the battleship, instead of becoming the most-feared vessel on the sea, has become the one that needs the most protection, and blockade by vessels of this type is now impossible.

SMALL SHIPS MEAN SMALL TARGETS.

These instances show that it would be a great advance in naval strategy if the size of the largest ships and guns were greatly reduced all over the world. Small war vessels would be more numerous and more difficult targets for bombs and torpedoes, and the statistics of the last war showed that the greatest damage to our commerce was done by small cruisers, merchant ship raiders, and submarines; whereas the large ships in our fleet were reduced by 25 per cent., torpedo boat destroyers by 100 per cent., and other small craft in even greater numbers.

During the whole war not a single merchant ship escorted by flying boats, seaplanes, or aeroplanes was sunk. The submarine dreads aircraft, because only aircraft can see the V-shaped track caused by the periscope directly it appears on the surface, and the aeroplane or seaplane can reach the submarine a few seconds later and drop its depth bombs beside her. Admiral Mark Kerr in "The Naval and Military Record."

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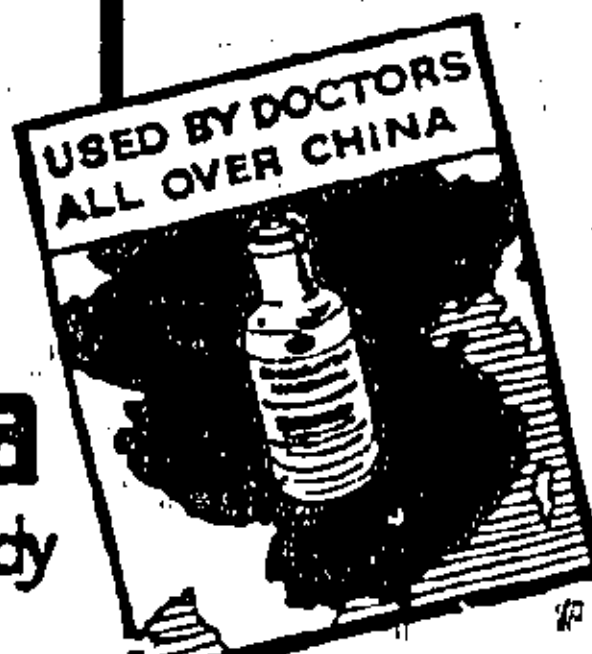
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COLONY LAWN BOWLERS IN SHANGHAI

Defeat Recreation Club
After Hard Fight

LOSE TO LUSITANO

The Hong Kong Interport Lawn Bowls team won their first match on September 7 against the Shanghai Recreation Club, on the latter's green, by twenty-four shots to twenty-one, after a very hard fight. The green was very fast but in splendid condition, drawing well on either hand but the gusty wind made bowling a bit tricky. A novel innovation was the new score board, modelled on the style of the cricket board, and the Recs seem to have at last got a board that is really successful, easily seen from all parts and easily understood. There was a large crowd present in the latter stages of the game, and whilst the bowling was not of a very high order, they witnessed a keen struggle. The Recs entertained the visitors at the conclusion of the match in their club house.

Making due allowances for the fact that the Colony team have not quite settled down yet and were playing on a green that was much faster than anything they are used to in Hong Kong, Shanghai should win the interport series.

For their match against the Recs the Colony were represented by A. Hyde-Lay (skip), H. A. Alves (No. 3), J. F. McGowan (No. 2), A. E. Coates (lead). The Recs four were L. Bell (skip), R. J. S. Brandt (No. 3), A. J. Willis (No. 2), J. R. Main (lead). Hong Kong won the toss and Coates laid a short end but Jim Main beat him in the draw. The end went to the visitors with a two, Alves and Hyde-Lay's woods counting. The Recs replied with a three at the next and took the third with a single but their opponents came back with a good four at the next end. Bell falling to save.

The fifth end also went to the Colony with a single, Alves knocking in Coates' wood for the shot, score 7-4 in their favour. They also took the 6th, 7th and 8th ends with two two's and a single. At this stage Hong Kong had the upper hand, and the Recs, four with the exception of Jim Main were putting up a very poor show.

END BURNT

At the 9th the Recs were lying three, when Alves came up with a fast one and burnt the end. On the replay McGowan drew the shot with his second, Brandt carried Jack for shot, Alves displaced him. Hyde-Lay got the shot with a wick off, Bell came up with weight on and gave the Recs a single. The 10th was a very poor end; nearly all the woods were short but the Recs had the best of a bad lot to get a useful four, Hyde-Lay failing to save under very difficult conditions with so many short woods in front, the score standing at 12-9 in favour of the visitors.

The 11th went to Hong Kong, Brandt knocking the Jack on to their wood for a single. The teams then stopped for the tea interval. On resumption Hong Kong got a two at the 12th, Bell giving them one. The Recs then took the next two ends with a single and a two and the 15th went to Hong Kong with a two, giving them a lead of 17-12.

At the 16th Hyde-Lay in trying to save the end with several shots against him was unlucky enough to knock the Jack on to the Recs woods and the latter got a useful five, which brought the score all square at seventeen. Things now began to look interesting and the Recs chances hopeful but it was their last flutter. They failed badly in the next three ends, which Hong Kong took with a two, a single and a four, their skip and Alves being mainly responsible. The last end went to the Recs with a single and with only one shot against them Hong Kong with the match in hand refused to take any risk.

DISAPPOINTING FORM

It had been a keen struggle, if a disappointing one in many ways. Hong Kong hardly lived up to the form that was expected of them, and the Recs, with the exception of J. R. Main and A. J. Willis, gave a very mediocre display. Main surprised everyone by his form, he had Coates beaten at practically every end, and he was easily the best of the Recs four. Bell as skip failed badly; it was evidently his day off and he could hardly do anything right. For the winners, Hyde-Lay as skip for the most part was good and he will no doubt do even better in his next games. Alves started a bit nervously but settled down in the latter stages and bowled well. McGowan in spite of getting a few good shots, did not show interport form and Coates was not the lead that Shanghai knew in previous interports, but it is understood that he has not been in the best of health and he may improve.

PUBLIC WORKS. RECREATION CLUB

Swimming Gala To-night

The success of the Club's initial effort in holding the Swimming Gala to-night, by courtesy of the South China Athletic Association, seems assured.

Many entries have been received from senior and junior officers, and the results of the heats which were swum last Friday, indicate a very high standard of proficiency.

Mrs. P. D. Wilson wife of Mr. Wilson, Assistant Director of Public Works, has kindly consented to present the trophies and prizes, which can be seen in the window of Messrs. Wing Nam, corner of Queen's Road Central and Pottinger Street, until 5.15 p.m. to-day. The Tickle Shield presented by the Hon. Mr. A. G. W. Tickle, Director of Public Works, is a delightfully artistic example of the maker's skill, while the President's Cup, presented by Mr. P. D. Wilson, A.D.P.W., President of the Club, shows truly beautiful contours.

U. S. BASEBALL

1908 League Record
Broken

New York, Sept. 13.
The following were the results of the major League Baseball matches played to-day:—

NATIONAL LEAGUE

| | R. | H. | E. |
|--|----|----|----|
| St. Louis | 4 | 7 | 0 |
| New York | 8 | 12 | 1 |
| Melvin Ott homered twice and Bartell once. | | | |
| St. Louis | 4 | 8 | 2 |
| Mike hit a homer. | | | |
| New York | 3 | 8 | 2 |
| Leslie hit a homer. | | | |
| Pittsburgh | 5 | 10 | 0 |
| Philadelphia | 3 | 11 | 0 |
| Chuck Klein hit a home run. | | | |
| Pittsburgh | 3 | 9 | 1 |
| Philadelphia | 4 | 7 | 1 |
| Chicago | 3 | 8 | 1 |
| Stainback hit a homer. | | | |
| Brooklyn | 6 | 9 | 1 |
| Chicago | 9 | 14 | 2 |
| Gill hit a homer. | | | |
| Brooklyn | 7 | 12 | 1 |
| Cincinnati | 2 | 10 | 1 |
| Boston | 1 | 3 | 1 |
| Cincinnati | 1 | 6 | 0 |
| Boston | 6 | 17 | 1 |

AMERICAN LEAGUE

| | | | |
|---|----|----|---|
| Philadelphia | 2 | 2 | 1 |
| Bob Feller scored 17 strike outs, breaking the League record established in 1908 by Rube Waddell. | | | |
| Cleveland | 5 | 7 | 0 |
| Philadelphia | 4 | 7 | 1 |
| Cleveland | 5 | 13 | 0 |
| Heath and Hal Trosky hit homers. | | | |
| New York | 10 | 14 | 1 |
| Powell and Dimaggio (2) hit homers. | | | |
| St. Louis | 7 | 11 | 0 |
| New York | 13 | 13 | 1 |
| Lou Gehrig (2), Dimaggio, Seeds, Powell hit homers. | | | |
| St. Louis | 1 | 6 | 1 |
| Boston | 7 | 12 | 2 |
| Fox and Croner hit homers. | | | |
| Detroit | 4 | 6 | 4 |
| Al Simmons hit a homer. | | | |

The double-header between Washington and Chicago was postponed on account of rain.—
Reuter.



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you're drinking

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NO INJURIOUS INGREDIENTS

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INDO-CHINA, NETHERLANDS INDIA, ETC.

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange

| Monday, Sept. 14. | | | | Tuesday, Sept. 15. | | | |
|-------------------|---------|------|-------------------------------|--------------------|---------|------|-------------------------------|
| Buyers | Sellers | Rate | Nominal | Buyers | Sellers | Rate | Nominal |
| Banks | | | | | | | |
| ... | ... | ... | H.K. Banks | ... | ... | ... | H.K. Banks |
| ... | ... | ... | Do. (London) | ... | ... | ... | Do. (London) |
| ... | ... | ... | Chartered Bank | ... | ... | ... | Chartered Bank |
| ... | ... | ... | Commercial Bank | ... | ... | ... | Commercial Bank |
| ... | ... | ... | Do. (S. Africa) | ... | ... | ... | Do. (S. Africa) |
| ... | ... | ... | Bank of East Asia | ... | ... | ... | Bank of East Asia |
| ... | ... | ... | N. O. & S. Banks | ... | ... | ... | N. O. & S. Banks |
| ... | ... | ... | Insurance | ... | ... | ... | Insurance |
| ... | ... | ... | Canton Insurance | ... | ... | ... | Canton Insurance |
| ... | ... | ... | Union Insurance | ... | ... | ... | Union Insurance |
| ... | ... | ... | Underwriters | ... | ... | ... | Underwriters |
| ... | ... | ... | China Fire | ... | ... | ... | China Fire |
| ... | ... | ... | H.K. Fire | ... | ... | ... | H.K. Fire |
| ... | ... | ... | International Assoc. p. | ... | ... | ... | International Assoc. p. |
| ... | ... | ... | Shipping | ... | ... | ... | Shipping |
| ... | ... | ... | Donghai | ... | ... | ... | Donghai |
| ... | ... | ... | Steamboats | ... | ... | ... | Steamboats |
| ... | ... | ... | Indos (pref.) | ... | ... | ... | Indos (pref.) |
| ... | ... | ... | Do. (def.) | ... | ... | ... | Do. (def.) |
| ... | ... | ... | Shells | ... | ... | ... | Shells |
| ... | ... | ... | Waterboats | ... | ... | ... | Waterboats |
| ... | ... | ... | Mining | ... | ... | ... | Mining |
| ... | ... | ... | Belates | ... | ... | ... | Belates |
| ... | ... | ... | Gold River | ... | ... | ... | Gold River |
| ... | ... | ... | Gold Creek | ... | ... | ... | Gold Creek |
| ... | ... | ... | Salaca | ... | ... | ... | Salaca |
| ... | ... | ... | Kalaka | ... | ... | ... | Kalaka |
| ... | ... | ... | Langkats (single) | ... | ... | ... | Langkats (single) |
| ... | ... | ... | Explorations | ... | ... | ... | Explorations |
| ... | ... | ... | Shanghai Lotus | ... | ... | ... | Shanghai Lotus |
| ... | ... | ... | Harbin | ... | ... | ... | Harbin |
| ... | ... | ... | Venezuela Gold Flds. | ... | ... | ... | Venezuela Gold Flds. |
| ... | ... | ... | Docks, Wharves, Godowns, etc. | ... | ... | ... | Docks, Wharves, Godowns, etc. |
| ... | ... | ... | H.K. & K. Wharves | ... | ... | ... | H.K. & K. Wharves |
| ... | ... | ... | Do. (old) | ... | ... | ... | Do. (old) |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | Providents (old) | ... | ... | ... | Providents (old) |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | H.K. & W. Docks | ... | ... | ... | H.K. & W. Docks |
| ... | ... | ... | S. China Motor | ... | ... | ... | S. China Motor |
| ... | ... | ... | Shanghai Docks | ... | ... | ... | Shanghai Docks |
| ... | ... | ... | New Engineering | ... | ... | ... | New Engineering |
| ... | ... | ... | Hongkong | ... | ... | ... | Hongkong |
| ... | ... | ... | Lands, Hotels, and Buildings | ... | ... | ... | Lands, Hotels, and Buildings |
| ... | ... | ... | H.K. Hotels | ... | ... | ... | H.K. Hotels |
| ... | ... | ... | H.K. Lands | ... | ... | ... | H.K. Lands |
| ... | ... | ... | Do. 4% Debentures | ... | ... | ... | Do. 4% Debentures |
| ... | ... | ... | Shanghai Lands | ... | ... | ... | Shanghai Lands |
| ... | ... | ... | Metropolitan Lands | ... | ... | ... | Metropolitan Lands |
| ... | ... | ... | H.K. Realities | ... | ... | ... | H.K. Realities |
| ... | ... | ... | China Do | ... | ... | ... | China Do |
| ... | ... | ... | Do. Debentures | ... | ... | ... | Do. Debentures |
| ... | ... | ... | Humphreys | ... | ... | ... | Humphreys |
| ... | ... | ... | Chinese Estates | ... | ... | ... | Chinese Estates |
| ... | ... | ... | Cotton Mills | ... | ... | ... | Cotton Mills |
| ... | ... | ... | Ewa | ... | ... | ... | Ewa |
| ... | ... | ... | S'wai Cotton | ... | ... | ... | S'wai Cotton |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | Zong Sing | ... | ... | ... | Zong Sing |
| ... | ... | ... | Wind On Textiles | ... | ... | ... | Wind On Textiles |
| ... | ... | ... | Public Utilities | ... | ... | ... | Public Utilities |
| ... | ... | ... | Tramways | ... | ... | ... | Tramways |
| ... | ... | ... | Peak Trams (old) | ... | ... | ... | Peak Trams (old) |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | Star Ferries | ... | ... | ... | Star Ferries |
| ... | ... | ... | Yaumati Ferries | ... | ... | ... | Yaumati Ferries |
| ... | ... | ... | China Lights (old) | ... | ... | ... | China Lights (old) |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | H.K. Electric | ... | ... | ... | H.K. Electric |
| ... | ... | ... | Macao do | ... | ... | ... | Macao do |
| ... | ... | ... | Saukakan Lights | ... | ... | ... | Saukakan Lights |
| ... | ... | ... | Telephones (old) | ... | ... | ... | Telephones (old) |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | China Buses | ... | ... | ... | China Buses |
| ... | ... | ... | Trucks | ... | ... | ... | Trucks |
| ... | ... | ... | Do. (pref.) | ... | ... | ... | Do. (pref.) |
| ... | ... | ... | Industrials | ... | ... | ... | Industrials |
| ... | ... | ... | Malabon Sugars | ... | ... | ... | Malabon Sugars |
| ... | ... | ... | Calbeck, (ord.) | ... | ... | ... | Calbeck, (ord.) |
| ... | ... | ... | Macgregors (pref.) | ... | ... | ... | Macgregors (pref.) |
| ... | ... | ... | Canton Ice | ... | ... | ... | Canton Ice |
| ... | ... | ... | Cements | ... | ... | ... | Cements |
| ... | ... | ... | Hopes | ... | ... | ... | Hopes |
| ... | ... | ... | Miscellaneous | ... | ... | ... | Miscellaneous |
| ... | ... | ... | Dairy Farms | ... | ... | ... | Dairy Farms |
| ... | ... | ... | Amusements | ... | ... | ... | Amusements |
| ... | ... | ... | Ch. Etainments | ... | ... | ... | Ch. Etainments |
| ... | ... | ... | Constructions (old) | ... | ... | ... | Constructions (old) |
| ... | ... | ... | Do. (new) | ... | ... | ... | Do. (new) |
| ... | ... | ... | Laas Crawford | ... | ... | ... | Laas Crawford |
| ... | ... | ... | Macintosh | ... | ... | ... | Macintosh |
| ... | ... | ... | Nanyang Tobacco | ... | ... | ... | Nanyang Tobacco |
| ... | ... | ... | Singapore | ... | ... | ... | Singapore |
| ... | ... | ... | Watsons | ... | ... | ... | Watsons |
| ... | ... | ... | Wm. Powells | ... | ... | ... | Wm. Powells |
| ... | ... | ... | M. Greyhounds | ... | ... | ... | M. Greyhounds |
| ... | ... | ... | S. C. Enterprises | ... | ... | ... | S. C. Enterprises |
| ... | ... | ... | Ch. G. 5% 1925 G. Bds. | ... | ... | ... | Ch. G. 5% 1925 G. Bds. |
| ... | ... | ... | H.K. Govt. 4% Loans | ... | ... | ... | H.K. Govt. 4% Loans |
| ... | ... | ... | Do. | ... | ... | ... | Do. |
| ... | ... | ... | Wallace Harper | ... | ... | ... | Wallace Harper |
| ... | ... | ... | H.K. Wing | ... | ... | ... | H.K. Wing |
| ... | ... | ... | Shai | ... | ... | ... | Shai |
| ... | ... | ... | Vibro Piling | ... | ... | ... | Vibro Piling |

HONG KONG STOCK EXCHANGE

Philippine Gold Mining Quotations

| STOCKS | 11.9.36 Closing | 14.9.36 Opening | 14.9.36 Closing |
|-----------------|-----------------|-----------------|-----------------|
| Antamoks | P.3.85 | P.3.80 | P.3.75 |
| Atoks | 74cvs. | 76cvs. | 74cvs. |
| Baguio Gold | 40 | 42 | 39 |
| Benguet Consol. | P.14 1/2 | P.14 1/2 | P.14 1/2 |
| Benguet Explor. | 32 | 32 | 34 1/2 |
| Big Wedge | 50 | 52 | 51 |
| Demonstrations | P.1 | P.1 | P.1 |
| I.L.E. | P.2.05 | P.2.05 | P.2.10 |
| Irogons | P.2.15 | P.2 | P.2.10 |
| Masbate Consol. | 66 | 66 | 67 |
| Northern Mining | 36 | 38 | 37 |
| Paracale Gumaus | 75 | 74 | 74 |
| San Mauricio | P.2.75 | P.2.75 | P.2.70 |
| Suyoc Consol. | 89 | 91 | 89 |
| United Paracale | P.1.80 | P.1.80 | P.1.75 |
| Market Comment | Steady | Steady | Steady |

Pounds, Shillings And Pence

(Continued from Page 3)

I began to save in Cairo. It was a very slow business. Then I had an idea to put "Egypt on the map." I have often been very hard up for money, but never for ideas. I went to a conference of business men in Cairo and told them, with the utmost confidence, some of the things they ought to do.

They were so impressed that they offered me £1,500 a year to organize a publicity campaign for them.

Fifteen hundred shillings would have been a big figure to me then. And they were talking in pounds!

CAREER CHANGED BY DOCUMENT

When ill-health compelled me to leave Egypt and return to London, the first £100 had become the first £1,000, or rather better.

So I was just in the right mood to follow up my first Stock Exchange tip, which had netted me less than a "niver" two years before.

And the same relative recalled my mind to the thrills of finance, by ringing me up one day to tell me that he had another little "tip" this time for Cheleken Oilfields.

Some very sound people," said my relative cautiously, "are talking Cheleken better. And there's some quiet buying. But don't tumble into this, my boy; just buy a few for fun."

"I'd love to," said I, "but how?" Again he did the buying for me through his own brokers, but on this occasion he sent me the contract note for my own purchase. It was an impressive and enticing document—"Bought for the account of Sydney A. Moseley."

If he had kept the contract note and merely sent me my profit in due course—the idea of loss had never entered my mind—my entire career might have been changed. But the contract note naturally bore the brokers' names. There was a stamp on it, too, of course, and details of the whole transaction, cost of shares, amount of commission, stamp fee and setting date.

Now my relative had only bought fifty shares for me. I thought two shillings profit a share after paying brokerage would be paltry. But two shillings on say—500 shares. That would be £50 and well worth picking up.

I stared at the contract note a long time before I rang up the brokers. With my heart in my mouth I asked if they would make the £50 into 500.

"Er—what price are Cheleken now?" I asked.

"Thirty-five to sixpence," said the broker promptly.

That would mean close on £2000! But I shouldn't have to pay until the end of the account—a three-weeks' account that time with a fortnight to go. Before then I decided that I would take my small profit.

"All right," I said, "buy me five hundred."

That was my first personal deal with any broker.

That night I bought my "late night final" just as eagerly and anxiously as my brothers used to buy their racing specials.

Cheleken were "easier" sixpence a share down. Five hundred sixpences—£12 10s.—not to mention brokerage and stamp.

For the moment I was positively frightened. It didn't seem possible to lose £12 10s. just by saying a few words over the telephone.

My first feeling, of bitter disappointment soon gave way to a kind of indignant determination. I was satisfied that the tip was right.

"Hat!" said I to myself visualizing the Stock Exchange as a personal enemy. "If they imagine

they are going to out me in the first round, they are making a mistake. I'll show 'em. I'll buy some more Cheleken!"

And, in fact, that's exactly what I did, though not at once. The shares refused to recover. They were not only "easier"; they were darned dull.

I pretty well exhausted my bank balance to take up the first lot of shares and then I spent several hectic days in "raising the wind."

It was a stormy job, but I succeeded.

Gritting my teeth, I began to "average." Now "averaging" sounds a simple operation, but sometimes it proves very costly. It simply means this:—

You buy shares and they go down. So you buy some more at the lower figure and then work out the average cost of your entire holding. They go down again, and you buy some more to keep your general average somewhere near the market figure.

An then—sometimes—the shares recover and the speculator recovers his losses with them. Or they never recover and the speculator is "sunk."

I began to average in July 1914. The shares went down and down and down. The mere hum of war knocked the bottom out of the markets.

When the actual conflict broke out prices had gone all to hell and Cheleken were in the nethermost pit. Everything I had was lost barring the share certificates.

The war came, went, and when I got into multi again I renewed my attempts to average. All the money I made out of my books and journalism was poured into this drain.

To-day I still hold 3,500 Cheleken, bought at all sorts of prices, but averaging about a pound apiece. I think they have a nominal value now of about fourpence.

But I have no mind to sell. I keep the certificates as a constant reminder of the uncertainty of "tips."

And I made a solemn resolve that thenceforward I would never act on a "tip" again. I said "No!" From now on I will buy and sell only on "information"—my own information.

Alas! I have discovered that even "information" may go wrong, and that in finance, as in racing, there is no "dead cert."

That is the only "tip" I am prepared to give unhesitatingly to other adventurers on the road to "The First £100,000."

SINGAPORE RAW RUBBER

Latest Singapore Prices

R. B. JOSEPH & CO.

Monday, Sept. 14. Messrs. R. B. Joseph & Co. received the following quotations from Singapore in Straits Currency for Raw Rubber:

| Buyers | Spot | Oct-Dec | Jan-March | April-June |
|--------|------------------|------------------|------------------|--------------|
| ... | 26 1/2 unchanged | 26 1/2 unchanged | 26 1/2 unchanged | 27 unchanged |
| ... | ... | ... | ... | ... |

CHESS MASTER AWARDED BADGE OF HONOUR

The Central Executive Committee has awarded the Badge of Honour to Michael Botvinnik for his outstanding achievements as chess player.—Tass.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

The market opened steady but towards the close was very firm with buyers predominating.

The Manila market was also firm.

BUYERS

Bank of East Asia, \$76.
Union Insurance, \$577 1/2.
Wharves, \$112.
H.K. & W. Docks, \$131.
Providents (Old), \$2.15.
Raubs, \$11.60.
Venz. Goldfields, \$4 1/2.
Antamoks, \$5.80.
Atoks, \$1.20.
B.g. Wedge, 82 cts.
Consol. Mines, 111 cts.
Ipo Gold, 40 cts.
Santa Rosa, 15 cts.
Hotels, \$5.85.
H.K. Lands, \$40.
Star Ferries, \$92.
Yaumati Ferries, \$21 1/2.
China Lights (Old), \$14.30.
China Lights (New), \$11.
H.K. Electric, \$54 1/2.
Telephones (Old), \$29 1/2.
Telephones (New), \$9.80.
Canton Ice, \$2.20.
Cements, \$11.90.
Ewo Cottons, \$h.34.
Shai Cottons (Old), \$h.570.
Shai Cottons (New), \$h.539 1/2.
Vibro Piling, \$4.
Ch. Govt. 5% 1925 G.S. Bonds 92 1/2.
Govt. 4% Loan, 7 1/2% Prem.
Govt. 3 1/2% Loan, par.

SELLERS

Baguio Gold, 67 1/2 cts.
Consolidated Mines, 11 cts.
Demonstrations, \$1.63.
Mambulao, 88 cts.
Hotels, \$5.
H.K. Trams, \$12.40.
SALES
Union Insurance, \$580.
Wharves, \$109.
Providents (Old), \$2/2.20.
Atoks, \$1.24.
Baguio Gold, 67 1/2 cts.
Benguet Explor., 55 cts.
Big Wedge, 83 1/4 cts.
Consol. Mines, 10 1/2 cts.
Demonstrations, \$1.64/1.66.
Mambulao, 92 cts.
Masbate Consol., \$1.10.
Northern Mining, 57/58 cts.
Salacats, 18 cts.
Santa Rosa, 15/16 cts.
United Paracale, \$2.81.
Hotels, \$5.80/6.
H.K. Lands, \$40.
Star Ferries, \$92.
China Lights (Old), \$13.95/14.
Telephones (Old), \$29.35.
Telephones (New), \$10.
Cements, \$12/12.05.
Vibro Piling, \$4.

CROWD CHEER AN EXECUTION

10,000 Watch Negro Hanged

WOMAN SHERIFF GOES THROUGH WITH JOB

A cheering throng of between 10,000 and 15,000 persons crowded into a three-acre plot to witness the public hanging of a negro at Owensboro, Kentucky.

The man, Rainey Bethea, aged 22, was condemned for criminally assaulting and murdering Mrs. Eliza Edwards, a 70-year-old white woman.

The crowd jeered at the priest who attended the man on the scaffold, and after the execution broke down the barricade and tore the black hangman's hood from the head of the dead man, ripping it up into small pieces for souvenirs.

It was the first public execution in the history of Owensboro and brought crowds from Indiana, Illinois and Kentucky in all sorts of vehicles. There had been many all-night celebrations, even children of high school age participating in "hanging parties."

Mrs. Florence Thomson, the woman sheriff, had said that she would go through with her official duties requiring her to conduct the execution. She did arrange the details, but when the actual time arrived she delegated the springing of the trap to Arthur Hash, a former Louisville policeman. She watched the execution from her car, fifty yards from the gallows.

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorized Capital \$50,000,000
Issued & Fully Paid-Up \$20,000,000
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Hong Kong Currency \$10,000,000
Reserve Liability of Proprietors \$20,000,000

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Also up to date Safe Deposit Boxes in various sizes To Let.

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Special Round Trip Fares 1st Class

HONG KONG—BATAVIA—HONGKONG
H\$275.

HONG KONG—BALI—JAVA—HONGKONG
H\$450.

HONG KONG—MANILA—HONGKONG
H\$135.

NEXT SAILINGS—

TO MANILA, MAKASSAR, BALI
& SOERABAJA

m.s. "TJIBADAK" 15th Sept., 10 a.m.
Tender Blaka Pier 9.00 a.m. Tender Police Pier 9.15 a.m.

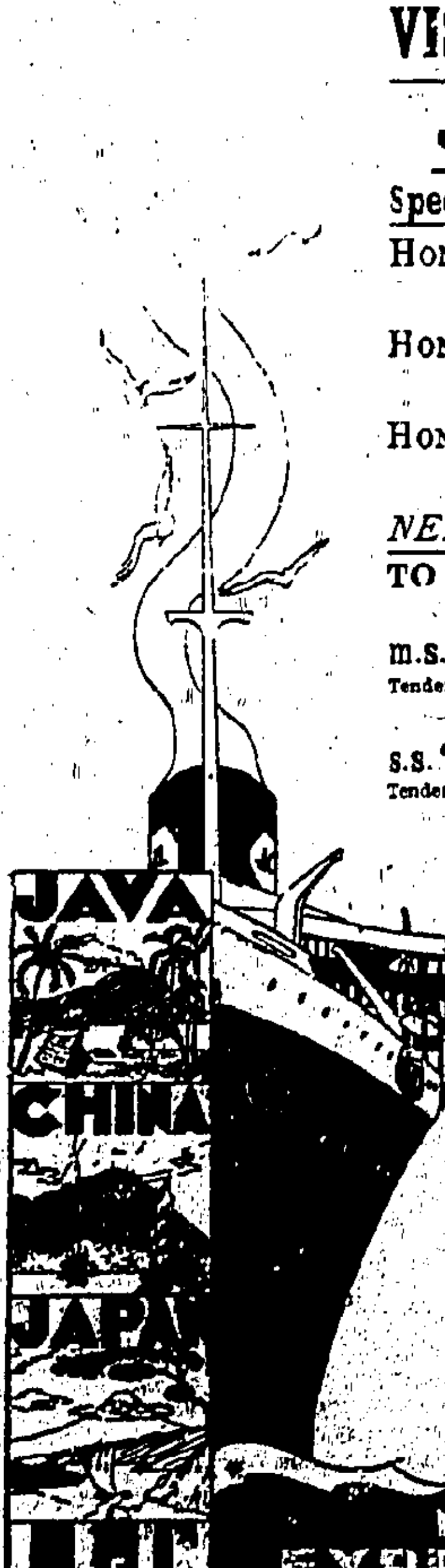
—TO BATAVIA DIRECT


s.s. "TJIKARANG" 22nd Sept., 11 a.m.
Tender Blaka Pier 10.00 a.m. Tender Police Pier 10.15 a.m.

TO AMOY & SHANGHAI

m.s. "TJISADANE" 17th Sept.,
10 a.m.

For further information apply:
Holland-China Trading Co.,
Cant.
H. Nolasco da Silva, Esq., Macao
JAVA-CHINA-JAPAN LINE
York Building. Tel. 2801





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|---------------------|--------|--------|------------|----|----|
| Goodyear Tire & R. | 24 1/2 | 24 1/2 | Call Money | 1% | 1% |
| G. Northern Ry. pf. | 41 1/2 | 41 | | | |

| | | | | |
|-------------|------|------|-----------------|------|
| Antamoks | 3.80 | 3.75 | Suyocs | 91 |
| Atoks | 76 | 74 | United Paracale | 1.80 |
| Bagulo Gold | 42 | 39 | Market.—Steady. | |

CHINA NAVIGATION COMPANY, LIMITED.

| | |
|--------------------------------|--------------------------------------|
| SWATOW & SHANGHAI | "SZBOHUE" ... On 15th Sept, 5 p.m. |
| AMOI & SHANGHAI | "SHANTUNG" ... On 16th Sept, 6 p.m. |
| SWATOW, TIENTSIN & CHONGCHOW | "NEWCHWANG" ... On 16th Sept, 2 p.m. |
| AMOI & SHANGHAI | "TAIYUAN" ... On 16th Sept, 6 p.m. |
| SWATOW, FOCHOW, SHANGHAI | "HUPEH" ... On 18th Sept, 5 p.m. |
| TRINGTAO, WEIHAIWEI, CHONGCHOW | "KINGYUAN" ... On 19th Sept, 3 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "KWANGCHOW" ... On 19th Sept, 3 p.m. |
| SWATOW & SHANGHAI | "SINKIANG" ... On 21st Sept, 6 p.m. |
| SWATOW & SHANGHAI | "KALGAN" ... On 23rd Sept, 3 p.m. |
| AMOI & SHANGHAI | "SOUCHEW" ... On 23rd Sept, 5 p.m. |
| AMOI & SHANGHAI | "TSINAN" ... On 23rd Sept, 6 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "KIUNGCHOW" ... On 25th Sept, 3 p.m. |
| SWATOW, FOCHOW, SHANGHAI | "HOIHOW" ... On 25th Sept, 3 p.m. |
| TRINGTAO, WEIHAIWEI, CHONGCHOW | "MUNAM" ... On 27th Sept, 11 a.m. |
| SWATOW & SHANGHAI | "KAYING" ... On 27th Sept, 3 p.m. |
| SWATOW, AMOI, SWATOW | "ANHUI" ... On 28th Sept, 3 p.m. |
| AMOI & SHANGHAI | "SHANTUNG" ... On 28th Sept, 6 p.m. |
| SWATOW & SHANGHAI | "KWEIYANG" ... On 30th Sept, 3 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "KWANGTUNG" ... On 2nd Oct, 2 p.m. |
| HOIHOW, PAKHOI & HAIPHONG | "KAYING" ... On 9th Oct, 3 p.m. |

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To AUSTRALIA Calling at Manila Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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|----------|---------------|-----------------|--------------|------------|
| CHANGTE | 9 Oct | 18 Oct | 14 Oct | 4 Nov |
| TAIPING | 6 Nov | 13 Nov | 10 Nov | 2 Dec |
| CHANGTE | 8 Dec | 15 Dec | 12 Dec | 3 Jan |
| TAIPING | 7 Jan | 14 Jan | 11 Jan | 1 Feb |

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M.V. "SIAMSE PRINCE" ... Sept. 18th, 1936
M.V. "SILVERWALNUT" ... Sept. 27th, 1936
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STEAMSHIP
CO., LTD.



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S.S. SEISTAN Wednesday, 16th Sept.

SWATOW, AMOI, FOCHOW
AND RETURN.

Sailings Tuesdays and Fridays
S.S. HAIYANG Tues. 15th Sept, 3 p.m.
S.S. HAINING Fri. 18th Sept, 4 p.m.
S.S. HAITAN Tues. 22nd Sept, 4 p.m.

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All Arrivals and Departures from the Company's Wharf (near State Pier)
ROUND TRIP TICKETS are issued from HONGKONG TO FOCHOW
(Fuzhou Anchorage) and return by the same steamer at the Reduced Rate of \$100,
including Meals while the steamer is at anchor.

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ROYAL NAMES FOR
WARSHIPS

Now that it has been definitely decided to lay down the two projected battleships for the Royal Navy very early in the New Year, there is considerable curiosity regarding the names that will be chosen for them. These may be officially announced at any time. Of late years names for new warships have been chosen and made public considerably in advance of the placing of orders to begin work on such ships. In naval circles it is regarded as a foregone conclusion that one of the new capital ships will be named after the King, and speculation is active in trying to devise a name for the other that shall be particularly appropriate to Coronation year.
No ships, save two of which more

THE HOOD'S NEW
COMMISSION

H.M.S. Hood, Captain A. F. Pridham, was recommissioned at Portsmouth recently for service in the Mediterranean Fleet. The Hood, which is the largest warship and fastest battle-cruiser in the world, was first commissioned in 1920, by Captain, now Vice-Admiral, retired, Wilfred Tomkinson. Her previous service has been in home waters, with the exception of foreign cruises, notably the Empire Cruise of 1923-24.
directly, have been built since the end of the war of a size and type deemed adequate to bearing Royal names which had previously been bestowed upon great armoured vessels only.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST
PORTS AND JAPAN

Amoy.
Hsiangyang, Douglas, Sept. 15.
Shantung, B. & S., Sept. 15.
Fukien Maru, O.S.K., Sept. 16.
Taiyuan, B. & S., Sept. 16.
Tijadane, J.C.J. Line, Sept. 16.
Tijadane, J.C.J. Line, Sept. 17.
Haining, Douglas, Sept. 18.
Hai Hing, Thoresen's, Sept. 20.
Kozan Maru, O.S.K., Sept. 21.
Haitan, Douglas, Sept. 21.
Hsiangyang, Douglas, Sept. 25.
Sirdham, B.I. (Apost), October 15.

Chefoo.
Newchwang, B. & S., Sept. 15.
Hupoh, B. & S., September 18.
Foching, Jardine's, Sept. 20.
Hoihow, B. & S., September 25.
City of Lyons, Bank Line, October 7.
Patroclus, B. & S., October 10.

Dairen.
Foching, Jardine's, Sept. 20.
Asphalion, B. & S., Sept. 24.
Ermland, Jochen's, Sept. 29.
Nordmark, Jochen's, Sept. 30.
City of Lyons, Bank Line, October 7.
Patroclus, B. & S., October 10.

Fochow.
Hsiangyang, Douglas, Sept. 15.
Haining, Douglas, Sept. 18.
Hupoh, B. & S., September 18.
Foching, Jardine's, Sept. 20.
Haitan, Douglas, Sept. 21.
Hsiangyang, Douglas, Sept. 25.
Hoihow, B. & S., September 25.

Japan (Direct).
Izumi, B. & S., September 19.
Haining, Jardine's, Sept. 20.
Kizato Maru, N.Y.K., Sept. 22.
Kunming, Jardine's, Sept. 22.

Kelung.
Hsiangyang, Douglas, Sept. 15.
Canton Maru, O.S.K., Sept. 18.
Kozan Maru, O.S.K., Sept. 21.

Newchwang.
Newchwang, B. & S., Sept. 15.
Shanghai and Japan.
Hennovis, Loxley's, Sept. 16.
Rehar, P. & O., Sept. 16.
Rawalpindi, P. & O., Sept. 17.
Santhia, B.I. (Apost), Sept. 17.

Emp. of Canada, C.P.S., Sept. 18.
Tai Yang, Dodwell's, Sept. 18.
Taiyo Maru, N.Y.K., September 18.
D'Artagnan, Messageries, Sept. 19.
Gen. Pershing, States Co., Sept. 19.
Kizato Maru, N.Y.K., Sept. 21.

Menelaus, B. & S., September 21.
Naruto Maru, N.Y.K., Sept. 22.
Pres. Taft, Dollar's, Sept. 22.
Shantung, Gilman's, Sept. 22.
Asphalion, B. & S., Sept. 24.
Benrinnes, Loxley's, Sept. 24.

Conte Rosso, Lloyd Triestino, Sept. 25.
Pres. McKinley, A.M. Line, Sept. 25.
Kashima Maru, N.Y.K., September 25.
Deucalion, B. & S., Sept. 27.
Niel Maersk, Jochen's, Sept. 27.

Ermland, Jochen's, Sept. 29.
Soudan, P. & O., Sept. 29.
Chichibu Maru, N.Y.K., Sept. 30.
Nordmark, Jochen's, Sept. 30.
Gorra, B.I. (Apost), October 1.

Corfu, P. & O., October 1.
Emp. of Russia, C.P.S., October 2.
Pres. Hoover, Dollar's, October 2.
Sphinx, Messageries, October 3.
Nellere, B. & A., October 4.

Agapenor, B. & S., October 5.
Tergetesse, Lloyd Triestino, October 5.
Java, P.A. Co., October 6.
Poltdam, Melchers, October 6.
City of Lyons, Bank Line, October 7.

Prefeld, Melchers, October 7.
Pres. Grant, A.M. Line, October 9.
General Sherman, States Co., Oct. 10.
Sirdham, B.I. (Apost), October 15.
Emp. of Japan, C.P.S., October 16.

Poltdam, Melchers, October 16.
Felix Roussel, Messageries, October 16.

SHANGHAI AND VIA PORTS.
Shantung, B. & S., Sept. 15.
Szechuen, B. & S., Sept. 15.
Sandviken, Jardine's, Sept. 16.
Taiyuan, B. & S., Sept. 16.

Tijadane, J.C.J. Line, Sept. 16.
Tijadane, J.C.J. Line, Sept. 17.
Hupoh, B. & S., September 18.
Kwangchow, B. & S., Sept. 20.
Yatohing, Jardine's, Sept. 20.

Szechow, B. & S., Sept. 22.
Daviken, Jardine's, Sept. 22.
Hoihow, B. & S., September 25.
Kaying, B. & S., Sept. 27.
Kwangyang, Jardine's, Sept. 27.

Patroclus, B. & S., October 10.

Kwaiyang, Jardine's, Sept. 27.
Ermland, Jochen's, Sept. 29.
Nordmark, Jochen's, Sept. 30.
City of Lyons, Bank Line, October 7.

Wei-Hai-Wel.
Hupoh, B. & S., September 18.
Hoihow, B. & S., September 25.

EASTWARD
FROM HONG KONG TO NORTH
AND SOUTH AMERICA.

Bahia.
City of Rayville, States Co., Sept. 15.

Tai Yang, Dodwell's, Sept. 18.
Sanyo Maru, O.S.K., Sept. 21.
Pres. Taft, Dollar's, Sept. 22.
Pres. Garfield, Dollar's, Sept. 25.
Niel Maersk, Jochen's, Sept. 27.
Kwanio Maru, O.S.K., October 15.

Baltimore.
City of Rayville, States Co., Sept. 15.
Rhexenor, B. & S., September 15.
Sanyo Maru, O.S.K., Sept. 21.
Niel Maersk, Jochen's, Sept. 27.
Kwanio Maru, O.S.K., October 15.

Boston and New York.
City of Rayville, States Co., Sept. 15.
Rhexenor, B. & S., September 15.
Tai Yang, Dodwell's, Sept. 18.
Sanyo Maru, O.S.K., Sept. 21.

Naruto Maru, N.Y.K., Sept. 22.
Pres. Taft, Dollar's, Sept. 22.
Pres. Garfield, Dollar's, Sept. 25.
Niel Maersk, Jochen's, Sept. 27.
Kwanio Maru, O.S.K., October 15.

Havana.
City of Rayville, States Co., Sept. 15.
Rhexenor, B. & S., September 15.
Tai Yang, Dodwell's, Sept. 18.
Sanyo Maru, O.S.K., Sept. 21.

Chichibu Maru, N.Y.K., Sept. 20.
Pres. Hoover, Dollar's, October 3.
Emp. of Japan, C.P.S., October 15.

Los Angeles.
Tai Yang, Dodwell's, Sept. 18.
Taiyo Maru, N.Y.K., September 18.
Pres. Taft, Dollar's, Sept. 22.
Chichibu Maru, N.Y.K., Sept. 20.

Pres. Hoover, Dollar's, October 3.
Kwanio Maru, O.S.K., October 15.

Mexico.
City of Rayville, States Co., Sept. 15.
Rhexenor, B. & S., September 15.
Tai Yang, Dodwell's, Sept. 18.

Sanyo Maru, O.S.K., Sept. 21.
Niel Maersk, Jochen's, Sept. 27.
Kwanio Maru, O.S.K., October 15.

Philadelphia.
City of Rayville, States Co., Sept. 15.
Rhexenor, B. & S., September 15.
Tai Yang, Dodwell's, Sept. 18.

Sanyo Maru, O.S.K., Sept. 21.
Niel Maersk, Jochen's, Sept. 27.
Kwanio Maru, O.S.K., October 15.

Portland and Puget Sound.
Gen. Pershing, States Co., Sept. 19.
Roseville, Bank Line, Sept. 23.
General Sherman, States Co., Oct. 10.

San Francisco.
Tai Yang, Dodwell's, Sept. 18.
Taiyo Maru, N.Y.K., September 18.
Gen. Pershing, States Co., Sept. 19.

Pres. Taft, Dollar's, Sept. 22.
Chichibu Maru, N.Y.K., Sept. 20.
Pres. Hoover, Dollar's, October 3.
General Sherman, States Co., Oct. 10.

Seattle.
Izumi, B. & S., September 19.
Pres. McKinley, A.M. Line, Sept. 25.
Pres. Grant, A.M. Line, October 9.

South America (W.C.).
City of Rayville, States Co., Sept. 15.
Emp. of Canada, C.P.S., Sept. 18.
Izumi, B. & S., September 19.

Emp. of Japan, C.P.S., October 16.

Victoria, B.C.
Emp. of Canada, C.P.S., Sept. 18.
Izumi, B. & S., September 19.
Pres. McKinley, A.M. Line, Sept. 25.

Emp. of Russia, C.P.S., October 2.
Pres. Grant, A.M. Line, October 9.
Emp. of Japan, C.P.S., October 16.

SOUTHWARD

FROM HONG KONG TO COAST
PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West
Atsuta Maru, N.Y.K., Sept. 23.
Nankin, E. & A., October 2.
Changte, B. & S., October 10.

Tijadane, J.C.J. Line, September 15.
Tijadane, J.C.J. Line, September 29.
Tijadane, J.C.J. Line, October 13.

Bangkok.
Hermes, Thoresen's, Sept. 18.
Hellas, Thoresen's, Sept. 22.
Kalgan, B. & S., Sept. 22.

Szechow, B. & S., Sept. 22.
Daviken, Jardine's, Sept. 22.
Hoihow, B. & S., September 25.
Kaying, B. & S., Sept. 27.

Kwangyang, Jardine's, Sept. 27.
Patroclus, B. & S., October 10.

Tientsin.
Newchwang, B. & S., Sept. 15.
Hupoh, B. & S., September 18.
Foching, Jardine's, Sept. 20.

INDO-CHINA

STEAM NAVIGATION CO. LTD.

ROUND TRIPS TO JAPAN

For \$150 1st Class

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COMPANY'S REGULAR CALCUTTA TO JAPAN LINE STEAMERS.

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If sufficient inducement offers also other ports of call.

Arrivals from U.S.A. Sailings to U.S.A.

17th Sept. ... M.V. "NIEL MAERSK" ... 27th Sept.
25th Sept. ... M.V. "ASTVARD" ... 27th Oct.
25th Sept. ... M.V. "ANNA MAERSK" ... 27th Oct.

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS AT MODERATE RATES.

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Pacific Panama Atlantic

SAN FRANCISCO BALBOA (Panama) NEW YORK
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NEXT SAILING

M.V. "TAI YANG"

ON

18th SEPTEMBER

EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

DODWELL & CO., LTD.

AGENTS

HONG KONG BANK BUILDING. TELEPHONE 28021.

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD BREMEN.

THE Motor ship "SAALE" having arrived from BREMEN, HAMBURG and Ports, Consignees of cargo are hereby notified that their cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd. Kowloon where Delivery can be obtained.

Consignees are further notified that the Motor ship "SAALE" has taken at HAMBURG & BREMEN through cargo for HONG KONG ex S.S. "LARNACK" and S.S. "HALMSTAD" from SEVILLA and HALMSTAD.

All Goods remaining undelivered after the 20th Sept. 1936, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 19th Sept. 1936.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

No Claim will be admitted after the Goods have left the Godown and all claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underigned for Counter-signature.

MELCHERS & CO.
Agents.
HONG KONG BANK BUILDING, HONG KONG, 18th Sept. 1936.

(Continued on page 15)

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Co's Vessel "SAFEDON"

FROM UNITED KINGDOM VIA SINGAPORE.

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 11th Sept.

Optional Cargo will not be landed here unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

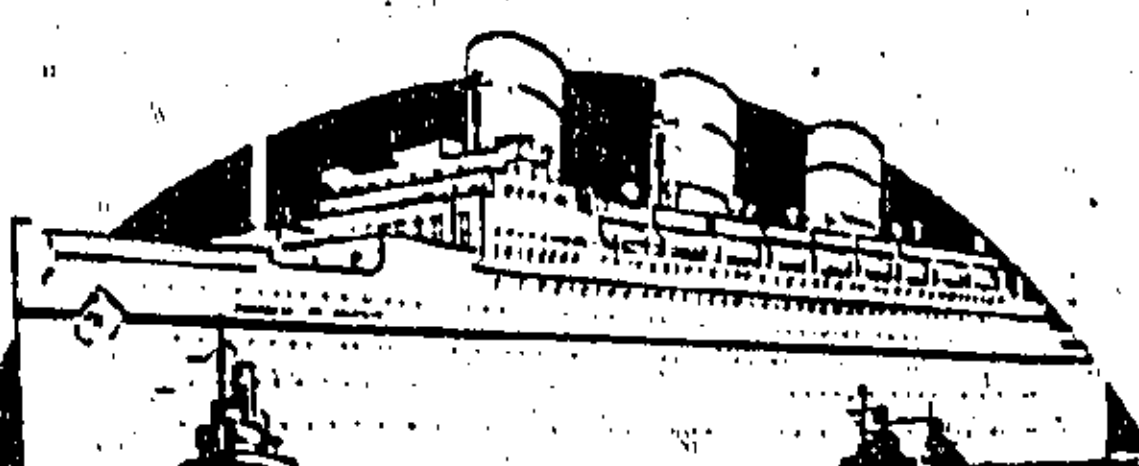
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th Sept. will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 2nd Oct. 1936, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE
Agents.
11th Sept. 1936.

TRAVEL "EMPRESS"



BOOK NOW FOR YOUR TRIP IN 1937 TO NORTH AMERICA . . . EUROPE

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NEXT SAILING TO VANCOUVER
EMPRESS OF CANADA
SAILS VIA SHANGHAI, JAPAN & HONOLULU
AT NOON, FRIDAY, SEPT., 18th.

TO MANILA
EMPRESS OF RUSSIA . . . Sept. 24th
EMPRESS OF JAPAN . . . Oct. 9th

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Freight 30042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TAIKO MARU . . . Friday, 18th Sept.
CHICHIBU MARU . . . Wednesday, 30th Sept.
TATSUTA MARU . . . Wednesday, 14th Oct.

SEATTLE & VANCOUVER.
HEIAN MARU . . . (Starts from Kobe) Monday, 5th Oct.
HIKAWA MARU . . . (Starts from Kobe) Wednesday, 21st Oct.

NEW YORK via Panama.
NARUTO MARU . . . Tuesday, 22nd Sept.
NAGARA MARU . . . Sunday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU . . . Monday, 12th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
HAKUSAN MARU . . . Saturday, 28th Sept.
HARUNA MARU . . . Saturday, 10th Oct.
KATORI MARU . . . Saturday, 24th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, and Marseilles.
LIMA MARU . . . Saturday, 10th Oct.

SYDNEY & MELBOURNE via Manila and Ports.
ATSUTA MARU . . . Saturday, 28th Sept.

BOMBAY via Singapore, Penang and Colombo.
TOYAMA MARU . . . Monday, 29th Sept.
NAGATO MARU . . . Wednesday, 7th Oct.

CALCUTTA via Singapore, Penang and Rangoon.
MALACCA MARU . . . Wednesday, 10th Sept.
NAGATO MARU . . . Tuesday, 29th Sept.

SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU (Naka direct) . . . Monday, 21st Sept.
KASHIMA MARU . . . Saturday, 28th Sept.
GINYO MARU . . . Sunday, 27th Oct.

† Cargo only.

GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

Tel. 30291



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To SHANGHAI — KOBE.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

D'ARTAGNAN . . . 18th Sept., 1936.
SPHINX . . . 2nd Oct., 1936.
FELIX ROUSSEL . . . 16th Oct., 1936.
MARCEL JOFFRE . . . 31st Oct., 1936.
ARABIS . . . 12th Nov., 1936.
PAPA DOUMER . . . 22nd Nov., 1936.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.

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Cie. Des MESSAGERIES MARITIMES.
Telephone 26551. 3, Queen's Building.

Shipping News Daily Statement. Clearances. Ships in harbour, etc.

ARRIVALS

MONDAY, SEPTEMBER 14.

Wing Wo, Portuguese steamer, 495 tons, Capt'n I. d. de Lemos, from K. C. Wan, Salkong Wharf.—Tai Fung & Co.

Katie Moller, British steamer, 1,872 tons, Captain T. A. Howard, from Chinwangtao, buoy No. B25.—Dodwell & Co.

Szechuen, British steamer, 1,394 tons, Captain J. R. Nisbet, from Shanghai via Swatow, buoy No. B20.—Butterfield and Swire.

Hong Slang, British steamer, 2,274 tons, Captain J. H. Gregory, from Amoy via Swatow, buoy No. A5.—Ho Thong & Co.

Hai Ching, British steamer, 1,322 tons, Captain W. B. Pateys, from Holhow, Yaumati.—Douglas & Co.

Glenfinlas, British steamer, 4,811 tons, Captain R. Brown, from Singapore, Holt's Wharf.—J. M. & Co.

Sul Sang, British steamer, 1,983 tons, Captain T. Hughes, from Kobe, Kowloon Wharf.—J. M. & Co.

Dukat, Norwegian steamer, 761 tons, Captain J. Mathiasen, from Bangkok, buoy No. B17.—Chin Seng Hong.

SUNDAY, SEPTEMBER 13.

Woolgar, Norwegian steamer, 1,811 tons, Captain T. C. Torkildsen, from Canton, Stonecutters.—Dodwell & Co.

Lushan Maru, Japanese steamer, 1,507 tons, Captain T. Iibuchi, from Canton, buoy No. C1.—N. Y. K.

Tung Lee, Chinese steamer, 1,371 tons, Captain C. S. Chow, from Swatow, Yaumati.—George Grimbly & Co.

NEWS FROM THE WATERFRONT

Freight And Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office, during the 24 hours ended at 9.00 a.m. yesterday, showed a moderately tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was 2,552 tons, with British steamers carrying 300 tons.

Through cargo for ports beyond the Colony amounted to 7,944 tons, of which 1,998 tons were carried by British steamers.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,071, of which 442 were from British steamers.

There were altogether twelve arrivals of which three were of British registry, the remainder being of other nationalities while of the eight departures, three were British ships, the rest being of other different countries. Particulars as follows:—

| Nationality | Ships | Tonnage |
|-------------|-------|---------|
| British | 3 | 2,298 |
| Dutch | 1 | 1,080 |
| German | 1 | 3,068 |
| Norwegian | 2 | 1,800 |
| Japanese | 1 | 10 |
| Chinese | 4 | 2,240 |
| Total | 12 | 10,496 |

ADVERTISED SAILING FROM HONG KONG

(Continued from Page 14)

Trianon, Thoresen's, September 25.
Hakusan Maru, N.Y.K., Sept. 25.
Donau, Melchers, October 5.
Renwyss, Loxley's, October 9.

Barcelona
Neumark, Johnson's, September 25.
Scharnhorst, Melchers, September 25.

Bombay
Pres. Garfield, Dollar's, Sept. 25.
Toyama Maru, N.Y.K., September 25.
Cento Rosso, Lloyd Triestino, Oct. 3.
Kiddersport, P. & O., October 3.
Bhutan, P. & O., October 10.
Pres. Polk, Dollar's, October 10.

Boston and New York
Siamese Prince, Furness, Sept. 18.
Pres. Garfield, Dollar's, Sept. 25.
Silverwain, Furness, Sept. 27.
Pres. Polk, Dollar's, October 10.

Bremen
Scharnhorst, Melchers, September 25.
Donau, Melchers, October 5.

Bomborough
Teucer, B. & S., September 19.

Calcutta
Seisang, Jardine's, Sept. 16.
Malacca Maru, N.Y.K., September 16.
Yuenang, Jardine's, Sept. 25.
Tilawa, B.I. (Apar), Sept. 25.
Nagato Maru, N.Y.K., September 25.
Santhia, B.I. (Apar), October 10.

Casablanca
Idomenus, Jardine's, Sept. 16.
Trianon, Thoresen's, September 25.
Donau, Melchers, October 5.
Bhutan, P. & O., October 10.

Colombo
Idomenus, Jardine's, Sept. 16.
Chitral, P. & O., Sept. 19.
Aeneas, B. & S., September 22.
Chenonceaux, Messageries, Sept. 22.
Neumark, Johnson's, September 25.

SHIPPING MOVEMENT

The P. & O. Line's steam ship "Rawalpindi" left Singapore for this Port on the 12th instant at noon with the outward English Mail, and is due here on the 16th instant at about 9 a.m.

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF CARDIFF" . . . Malta, Havre, London, Rotterdam, Hamburg & Glasgow. . . 8th Oct.
S.S. "CITY OF LYONS" . . . Havre, London, Rotterdam & Hamburg. . . 14th Nov.
S.S. "CITY OF PITTSBURG" . . . Havre, London, Rotterdam & Hamburg. . . 14th Dec.

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

S.S. "TINOW" . . . Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Ports. . . 5th Nov.

EAST & SOUTH AFRICA . . . LUXURIOUS PASSENGER VESSELS . . . INDIAN AFRICAN LINE

M.V. "ISPIPINGO" . . . from Calcutta 4th Oct. . . from Colombo 10th Oct.
M.V. "INCHANGA" . . . from Calcutta 4th Oct. . . from Colombo 10th Oct.
M.V. "INCOMATI" . . . from Calcutta 4th Dec. . . from Colombo 10th Dec.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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HONGKONG DIRECT TO LOS ANGELES (in 21 Days)
SAN FRANCISCO, PORTLAND AND PUGET SOUND.

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Leaving through Balting to Gulf & ATLANTIC Coast with transhipment at Los Angeles by first opportunity.
All sailings strictly to Australia WITHOUT NOTICE.

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| Steamship | Tons | From Hongkong (About) | Destination |
|-----------|------|-----------------------|-------------|
|-----------|------|-----------------------|-------------|

PENINSULAR & ORIENTAL SAILINGS

| | | | |
|-------------|--------|------------------|---|
| CHITRAL | 15,000 | 18th Sept., Noon | Marseilles & London. |
| RANPURA | 17,000 | 3rd Oct. | Marseilles & London. |
| *KIDDERPORE | 6,000 | 3rd Oct. | Bombay & Karachi only. |
| *BHUTAN | 6,000 | 10th Oct. | Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp. |
| RAWALPINDI | 17,000 | 17th Oct. | Marseilles & London. |
| *BEHAR | 6,000 | 17th Oct. | Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp. |
| *CORFU | 14,500 | 31st Oct. | Bombay, Marseilles & London. |
| *SOUDAN | 6,000 | 7th Nov. | Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp. |
| RANCHI | 17,000 | 14th Nov. | Marseilles & London. |
| CARTHAGE | 14,500 | 28th Nov. | Bombay, Marseilles & London. |
| *BURDWAN | 6,000 | 8th Dec. | Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp. |

* Cargo only. † Calls Casablanca. ‡ Calls Tangier.
All vessels may call at Malta.

Frequent connection from Port Said for Passengers and Cargo to Istanbul, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

| | | | |
|----------|--------|------------|--|
| TILAWA | 10,000 | 26th Sept. | Singapore, Port Swettenham, Penang, Rangoon & Calcutta |
| SANTHIA | 8,000 | 10th Oct. | |
| *GOGRA | 7,000 | 24th Oct. | |
| SIRDHANA | 9,000 | 7th Nov. | |
| SHIRALA | 8,000 | 2nd Nov. | |

* Cargo only.

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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

| | | | |
|---------|-------|-----------|----------------------------|
| NANKIN | 7,000 | 2nd Oct. | Manila, Rabaul, Brisbane |
| NELLORE | 7,000 | 21st Oct. | Sydney, Melbourne & Hobart |
| TANDA | 7,000 | 4th Dec. | |

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.
For further information, Passage, Freight, Handbooks, etc., apply to the Agents—

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